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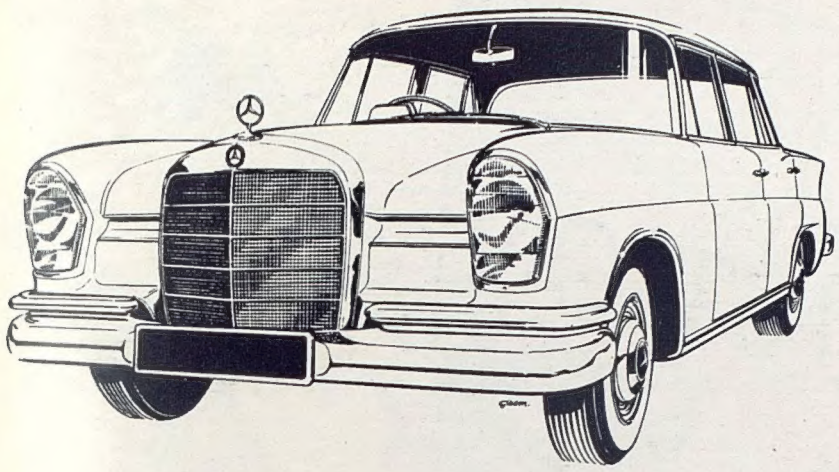

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"*—and insects*", *interrupted Ant.*
"—and insects", agreed Owl, sharply,
"are creatures of instinct. It is natural for us to build. But Man", continued Owl, "being a creature of reason, when he builds . . ."
"*—we know*", *chorused his listeners,* "*he relies on experience—that's why he goes to*

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THE SPHERE

LONDON, November 4, 1961

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SENEGAL'S PRESIDENT IN BRITAIN

During their five-day official visit to Britain, the President of the Republic of Senegal, M. Léopold Senghor, and Madame Senghor arrive at Lancaster House, London, for a reception in their honour. They had been welcomed at Victoria Station at the start of their visit last week by Mr. Macmillan and the Foreign Secretary, Lord Home. Engagements for M. Senghor during his stay in Britain included talks with Mr. Macmillan; luncheon at Buckingham Palace with the Queen; a banquet given by the Lord Mayor of London in Guildhall; and visits to Oxford, the Port of London, the British Museum and the Royal Opera House, Covent Garden. He is the first President of the Republic of Senegal, which became independent last year. In an address delivered to the Royal Institute of International Affairs at Chatham House, President Senghor stressed that the African nations of the Brazzaville and Monrovia groups were not Communist but refused to take part in anti-Communist activities. The wish of these countries, he went on, was to reduce world tension. In another speech at St. Antony's College, Oxford, he said that the Africans hungered for independence, dignity, science and culture

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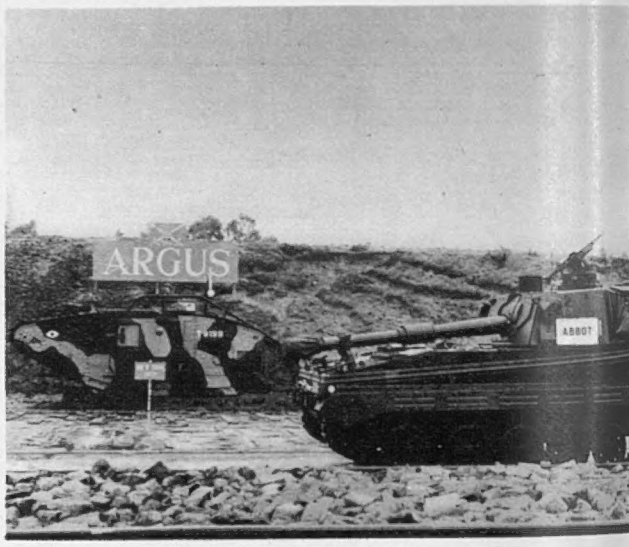
GREAT BRITAIN'S NEW MAIN BATTLE TANK, THE CHIEFTAIN, MAKES ITS DEBUT

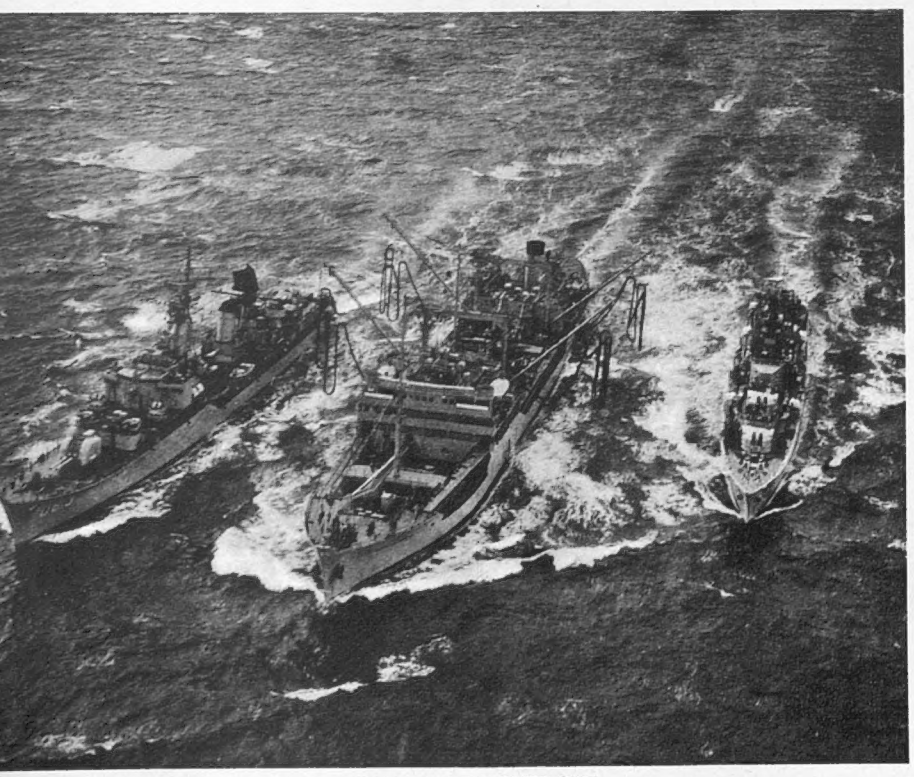
The new 45-ton Chieftain tank rumbles across a 52-ft.-long bridge placed in position by a Centurion Bridgelayer during Exercise "Argus," a three-day exhibition of army equipment at the Fighting Vehicles Research and Development Establishment, Chertsey, in Surrey. The tank, which carries a 120-mm. gun, was on show for the first time. **Below, right:** Watching the demonstration in heavy rain are, from left, Sir Thomas Sopwith, a director of Hawker Siddeley and a pioneer of British aviation; Field Marshal Sir Francis Festing, C.I.G.S.; and Mr. Profumo, Secretary of State for War. (Sir Francis Festing was succeeded as C.I.G.S. on November 1 by General Sir Richard Hull.) Mr. Profumo said that the show was the largest demonstration of service equipment ever held in Britain and was part of the campaign to emphasise the army's role and to encourage recruiting. **Below, far right:** An Abbot 105-mm. self-propelled gun, which has a range of 11 miles and is designed for close artillery support. It is in front of a Mark V tank of 1917. The development models of the Abbot and the new tracked infantry Armoured Personnel Carrier have the same automative parts. It is claimed that the Abbot is more advanced than any similar vehicle. Other items on show included the Blue Water and Vigilant missiles

Below: During a Nato exercise in the North Atlantic, the Royal Netherlands destroyer *Groningen* (left) and H.M.S. *Saintes* prepare to refuel from the British Fleet Auxiliary, *Wave Chief*. British, French, Netherlands and Portuguese forces took part in the naval and air exercise, designed to provide weapon and anti-submarine training for the aircraft and ships taking part

WATCHING EXERCISE "ARGUS" IN THE RAIN



A NEW BRITISH SELF-PROPELLED GUN



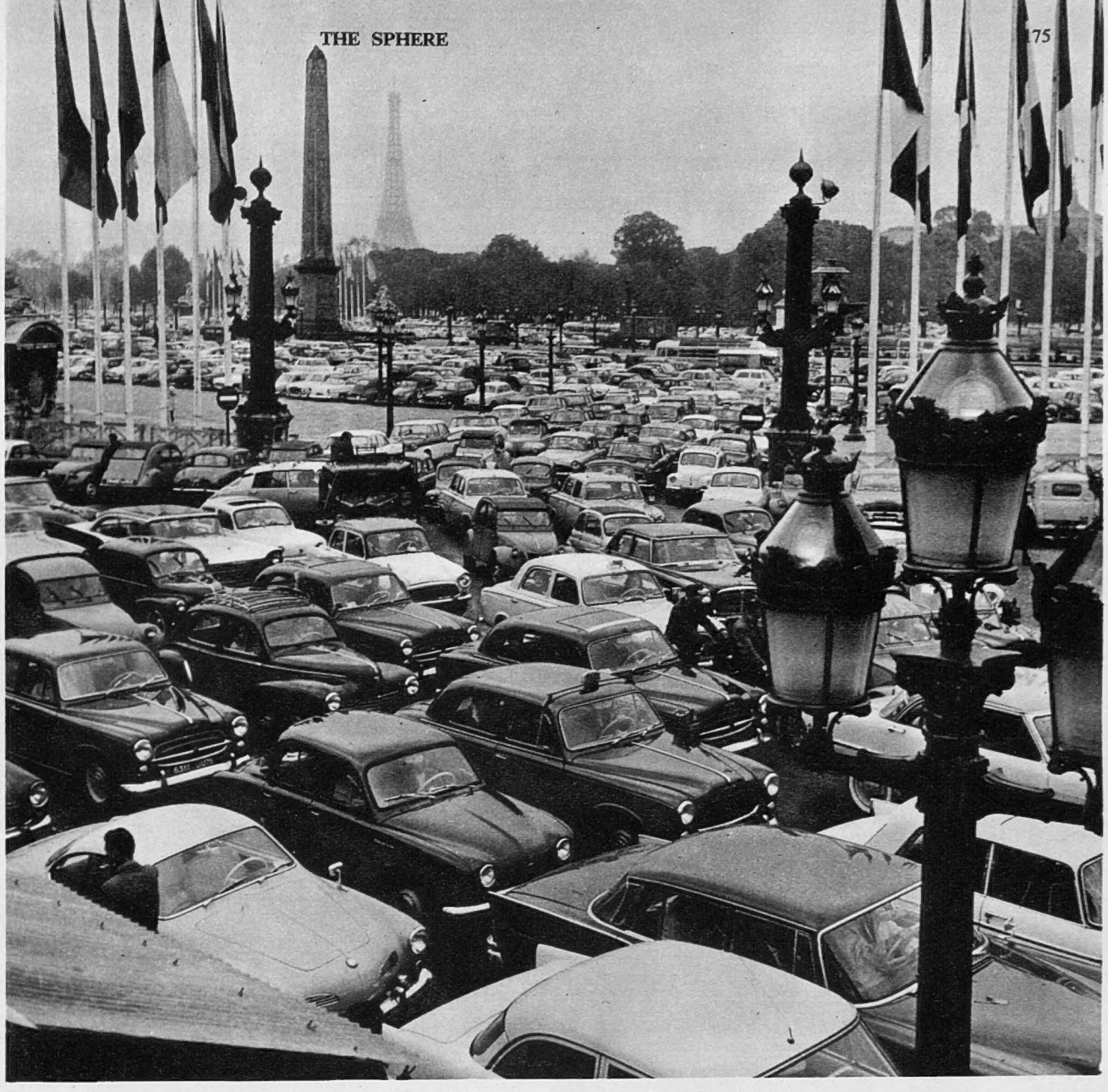
REFUELLING AT SEA ON A NATO EXERCISE

THE *FRANCE* NEARLY READY TO GO TO SEA

In the fitting-out dock at St. Nazaire the French Line's new flagship s.s. *France* is prepared for her maiden voyage on November 19 on the Havre-Southampton-New York route. With the removal of scaffolding round her distinctively designed twin funnels, the luxury liner appears in her completed form. (Smoke is diverted through the wings of the funnels to avoid soiling the decks.) The longest liner in the world, the *France* has a black hull, white superstructure, and red funnels with black tops. These are the colours of the French Line

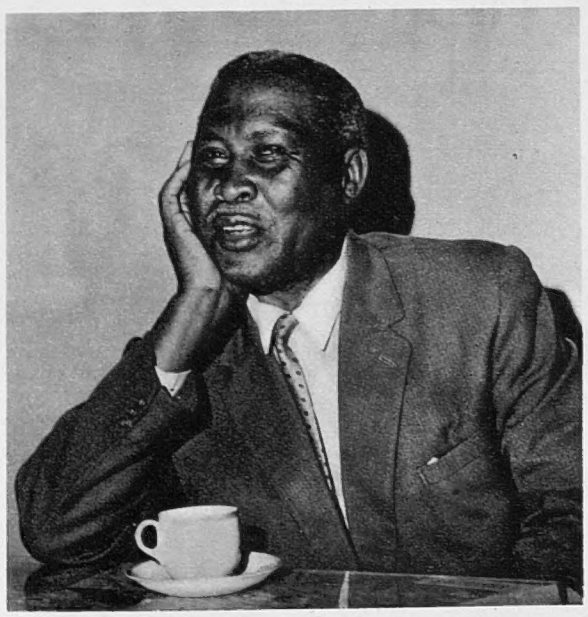
THE NEWS IN PICTURES

A massive congestion halts traffic in the Place de la Concorde, in Paris. This was caused by a 24-hour strike called on Thursday of last week by the main French Railway unions in defence of their right to strike. All rail traffic except international services was brought to a standstill. Customs officials, municipal workers, and workers in some sections of the metal industry also struck in certain areas. In Paris there was a large response to the strike call from Métro and bus workers, causing widespread disruption. This was continued the following morning by a four-hour national strike in the electricity and gas services



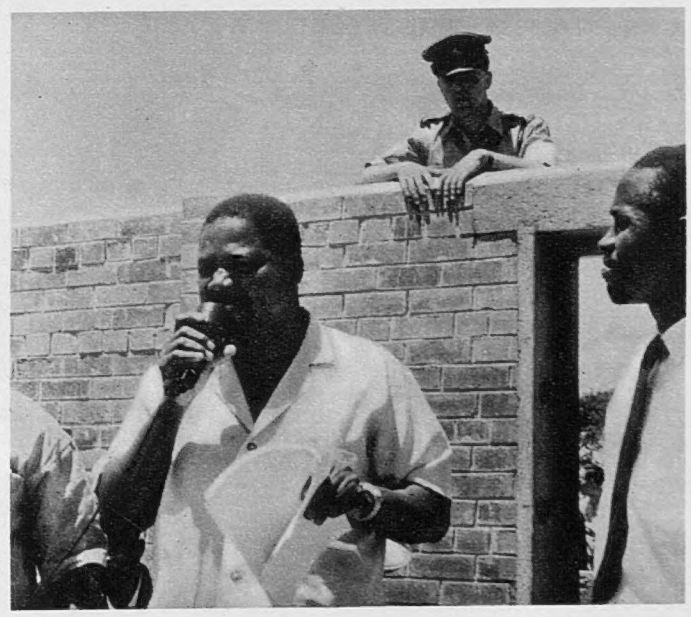
A 24-HOUR PUBLIC TRANSPORT STRIKE CAUSES TRAFFIC CHAOS IN PARIS

Below, right: Ex-chief Albert Luthuli pictured in Stanger, South Africa, soon after hearing that he had been awarded last year's Nobel Peace Prize, which was not awarded at the time. He was formerly President of the African National Congress. This was banned last year, and he was arrested and confined to his village. The Swedish M.P.s who proposed him for the prize praised his advocation of non-violence. The Peace Prize for 1961 was awarded to the late Mr. Hammarskjoeld



EX-CHIEF LUTHULI WINS NOBEL PEACE PRIZE

Far right: Mr. Joshua Nkomo, the President of the Southern Rhodesian National Democratic Party, speaks at the official opening of the party Congress in Bulawayo. The Congress resolved to boycott the next elections, thus forfeiting the fifteen seats in a house of sixty-five offered to Africans under the country's new constitution



OPENING A PARTY CONGRESS IN SOUTHERN RHODESIA

Below: Soviet transport planes are parked on an airfield held by the pro-Communist Laotian forces on the Plain of Jars, to the north of Vientiane in Laos. A Russian-built helicopter is in the air

SOVIET AIRCRAFT ON THE PLAIN OF JARS IN LAOS

Below, right: General Maxwell D. Taylor (centre), President Kennedy's special envoy to South Vietnam, looks out from an outpost on the frontier towards Communist North Vietnam. With him are Nguyen Dinh Thuan, of South Vietnam and Mr. Rostow, of the State Department of the United States

A LOOK OVER THE VIETNAM COMMUNIST FRONTIER

THE NEWS IN PICTURES

THE COMMISSIONING IN NEW YORK OF THE UNITED STATES' BIGGEST AIRCRAFT CARRIER

Banners and flags hang over the crew and their guests standing inside the hangar deck of the U.S. Navy's huge aircraft carrier *Constellation* during the commissioning ceremonies of the 75,000-ton ship. The occasion also celebrated U.S. Navy Day and the fiftieth anniversary of U.S. naval aviation. Before the commissioning in the New York Naval Shipyard in Brooklyn, there was a ticker-tape parade through the city. The aircraft carrier was described during the official ceremonies as the largest fighting ship in the world. She has a flight deck of over 4 acres and can launch 100 aircraft carrying nuclear bombs on targets over 1,200 miles away. The *Constellation* has an automatic weapons defence system, including Terrier guided missiles. Last December, there was a disastrous fire on board the unfinished carrier, in which fifty people lost their lives

PRINCESS ALEXANDRA LEAVES FOR THE FAR EAST

Princess Alexandra of Kent leaves London Airport to fly to Vancouver to begin a tour of the Far East, where she is visiting Japan, Hong Kong, Siam and Burma. On the right is her mother, Princess Marina. Also at the airport were the Duke and Duchess of Kent, Prince Michael of Kent, the Ambassadors of Japan, Burma and Siam, the Earl of Perth (Minister of State for Colonial Affairs) and the Canadian High Commissioner

GALES AND HIGH TIDES ON THE COASTS OF BRITAIN

Far right: Passers-by use a tramcar shelter to watch giant waves breaking on the promenade at Blackpool. The coasts of England were lashed by gales and high tides for several days last week. In the South-east, cottages were abandoned at Sandgate and the coast road was flooded near Hythe. Hotels and shops in many resorts were threatened with flooding

PRESIDENT KENNEDY AND DR. JAGAN IN THE WHITE HOUSE

During his meeting with President Kennedy in Washington, Dr. Jagan, Prime Minister of British Guiana, discussed the possibilities of U.S. aid to his country. Dr. Jagan is committed to a policy of economic socialism and "active neutralism." He said that he would seek aid from the Communist bloc. British Guiana is already being granted economic assistance from Great Britain

EISENHOWER IN NEW YORK

Far right: Ex-President Eisenhower acknowledges the applause at a Republican rally at the Coliseum, New York. He is with Mr. Louis L. J. Lefkowitz, the Republican candidate running against the present Mayor of New York, Mr. Robert Wagner, in the mayoral elections. Appearing in support of General Lefkowitz, General Eisenhower delivered a strong attack on President Kennedy's administration's fiscal policies

NEWS SUMMARY

The biggest man-made blast is Russia's reply to Humanity's appeal; by-elections in Britain; fears in Vietnam; uneasy truce in Congo; Greek elections; a new constitution for Malta

INTERNATIONAL

A " solemn appeal " from the United Nations General Assembly to Russia to refrain from exploding a 50-megaton bomb was sent to **Moscow** last weekend. The appeal had been approved by 87 votes to 11. The opposition consisted of the Soviet bloc, Outer Mongolia and Cuba. (Outer Mongolia and Mauritania were admitted to membership of the U.N. last week.)

Mr. Khrushchev's reaction to this appeal in the name of humanity came swiftly and appalled the civilised world. On Monday morning seismographic stations in many parts of Europe recorded the biggest man-made blast of all time. It was estimated that in the Russian Arctic a nuclear device had been tested of at least 50 megatons in strength. It might have been still more powerful.

In **Berlin** early this week the tension had slightly lessened at the Friedrichstrasse crossing point. Soviet tanks which had been facing the Americans had been withdrawn and the American armoured vehicles had been pulled back well down the street. Near the Brandenburg Gate British troops were under canvas in the Tiergarten. The situation, however, was still very critical. (See also pages 178 and 179.)

GREAT BRITAIN

The new session of Parliament opened on Tuesday. Legislation concerning Britain's defence forces was expected to be announced early in the proceedings. Three by-elections take place next week at **Moss Side** (Manchester) on November 7 and at **Oswestry** and **East Fife** on the following day. At the General Election the Conservatives had comfortable majorities in all three seats. In East Fife, Sir James Henderson-Stewart, whose death last September has caused the by-election, stood as a Liberal and Conservative. Next week there will be a Conservative, Sir John Gilmour, and a Liberal, Mr. Donald Leach, opposing each other. The third candidate is Mr. John Smith, Labour.

The bricklayers at the Margam and Abbey Works of the Steel Company of Wales at **Port Talbot** ended their strike. They accepted the terms of the settlement agreed by the national executive of the Amalgamated Union of Building Trade Workers and the Company. It was estimated that during the fortnight's shut-down of the steel works, the 15,000 men involved lost £250,000 in wages.

At this year's Motor Show at Earls Court, **London,** there were a record number of visitors, a record number of overseas visitors, and home and overseas orders worth at least £80,000,000.

FAR EAST

In **South Vietnam,** the increasing activity by guerillas from Communist north Vietnam was adding to the already existing tension between the two countries. It was anticipated more aid might be given to South Vietnam by the United States. (See picture of General Maxwell Taylor on page 175.)

AFRICA

It was announced in **Nairobi** that Mr. Jomo Kenyatta had accepted the presidency of the Kenya African National Union. Kanu is the Opposition party in the colony's Legislative Council. His task is to reorganise the party which has been split into factions, so that there may be more chance of a coalition with the ruling Kenya African Democratic Union. Recent constitutional talks reached deadlock because Kanu and Kadu could not agree.

Sir Patrick Renison, Governor of Kenya, and Mr. Mboya, general secretary of Kanu, were in **London** last weekend. It was understood that both visits were connected with the question of amending the Kenya constitution to allow Mr. Kenyatta to stand for the Legislative Council.

In Katanga an uneasy truce was still in operation at the beginning of this week. Under the terms of the cease-fire agreement concluded between President Tshombe and the United Nations, prisoners were exchanged. In **Elisabethville,** President Tshombe outlined conditions to the Congolese Prime Minister, Mr. Adoula, for continuing negotiations between Katanga and the Congolese Central Government. The conditions included the end of propaganda campaigns against Katanga and the withdrawal of central Government troops to their side of the border. President Tshombe then left for Switzerland for a rest.

Swedish U.N. troops in a truck patrol the U.N. refugee camp in Elisabethville, the capital of Katanga

THE SOVIET UNION

The Communist Party Congress in Moscow last week heard further attacks on Mr. Molotov and other " Stalinists " of the anti-party group. Mr. Khrushchev announced that a thorough inquiry was taking place into the great purges of the 1930s in which " thousands of absolutely innocent people " died as result of Stalin's orders. There were demands that Stalin's body should be removed from the mausoleum in Red Square where it lay with that of Lenin. On Monday enthusiastic approval was given for this to be done. In the Congress proceedings further abuse was hurled at Albania and the rift between the Russian and the Chinese Communists became more apparent.

GREECE

Mr. Karamanlis, the leader of the National Radical Union, which has held power for the last six years, seemed set for another period as Prime Minister after the general election last Sunday. Early indications from **Athens** gave his party just under 50 per cent. of the votes, with the Centre Union, a newly-formed coalition of small parties, in second place with 35 per cent. The pro-Communist P.A.M.E., which had been the main opposition, obtained only 14 per cent. of the votes.

TURKEY

The newly-elected Parliament met in **Ankara** last week and chose General Gürsel as President of the Republic. He obtained 434 votes out of a total of 607 cast by members of the National Assembly and the Senate. He was the only candidate. Two days previously leaders of all the political parties had undertaken to support the General for the Presidency and had agreed not to discuss the sentences of the Yassiada court which had condemned former Prime Minister Menderes to death. The party deadlock in the National Assembly remained no nearer solution at the weekend.

MALTA

A new Constitution for the island was published in **London** based on the recommendations which the Blood Report made last March. Under this, Malta would be fully autonomous except in Foreign Affairs and Defence, in which responsibilities would be shared with a British Commissioner. First reactions in **Valletta** were mainly critical. Mr. Mintoff, the Labour Party leader and former Premier, stated that the Constitution was unacceptable and was being imposed against the will of the Maltese people. Since 1958, when Mr. Mintoff resigned and the former Constitution was suspended, the Governor has ruled by decree.

DANGER ON THE BORDER

Tension increased between East and West Berlin

A potentially very dangerous situation developed on the East-West border in Berlin last week. The trouble arose from the East German demand that Allied civilian officials must show their identity documents to East German police when passing through the checkpoint in the Friedrichstrasse between the West and East Sectors. The Americans asserted this was contrary to Quadrupartite agreements and declared they would only show documents to Russian officials. When an American civilian car was refused entry, it later returned with a military police escort in jeeps and drove over the border for some way before returning. However, two buses carrying American servicemen on a sightseeing tour did not proceed over the frontier. Major-General Watson, the American Commandant, made a strong protest to Colonel Soloviev, the Russian Commandant, against what was termed "the harassment of free movement in Berlin." According to the statement issued afterwards from U.S. Headquarters in Berlin, General Watson objected strongly to the position taken by Colonel Soloviev that "decrees of the Soviet Zone regime were binding on access to East Berlin." He added "its consequences were so potentially serious" that he must refer the matter urgently to Washington. On the next day Soviet tank movements were reported in East Berlin and British tanks and troops were said to be moving to positions near the Brandenburg Gate.

American tanks and carriers take up position in the Friedrichstrasse at the start of the dispute over rights of entry to East Berlin

The car carrying Major-General Watson, U.S. Commandant, passes through the barrier

U.S. buses parked on the frontier after being refused entry to the East Sector

Heavily-armed American military police in jeeps escort an American licensed civilian car into the East Sector from the Friedrichstrasse in defiance of East German police

The civilian car, the cause of the incident, returns to West Berlin with its military police escort after driving into the East Sector

JOHN CONNELL

BEYOND AND BEHIND THE BIG BANG

It was one of those " natural breaks " which keep the television contracting companies in the luxury to which they have grown accustomed in the past six years. A full, creamy contralto voice asked soothingly: " Who wouldn't give her child full, creamy milk? " Hard upon the news that the Soviet Union had let off two *very* big thermonuclear devices, a week after Mr. Khrushchev's threat of testing a 50-megaton bomb, there was some irony—not to mention the possibility of a considerable degree of radio-active iodine 131—in the question. Then on Monday last came the news of the biggest of the Russian tests—at least 50 megatons.

By the time these words are in print, some realistic assessment will probably have been made of the consequences, both somatic and genetic, of the recklessly menacing course which Mr. Khrushchev has, with terrible consistency, pursued in the past two months. He has disregarded even the solemn appeal, addressed him by the United Nations.

We are all a great deal nearer world catastrophe than we were this time last year. In face of this sombre, apocalyptic aspect of recent events, it seems unbearably trivial to try to analyse and to adjudicate upon the political pressures—real or imagined—which have led Mr. Khrushchev so far down so hideously perilous a path. Yet in the hours that followed the confirmation of the first reports of the smaller explosions of October 23, as a great full moon rose in a clear night sky, and as that brief tranquil luminosity was followed by thick storm-clouds and a grey, wind-tossed autumn dawn, I found myself asking again and again: *why has he done it—why?*

Mr. Khrushchev is among those applauding Mr. Chou at the Moscow Congress

The experts' explanations have been profuse and very varied. Yet the enigma remains. Was the reason, as Miss Jennie Lee suggested in the House of Commons a few hours after the explosions, that Mr. Khrushchev's theory of co-existence had suffered a serious reverse and that he is fighting a battle " inside the Communist camps of the world "? Was that why Mr. Chou sat, throughout some of the more controversial phases of the Communist Party Congress, looking like a pussycat that has got at the cream?

Or was it, as Mr. Victor Zorza has argued, a harshly practical argument in a debate which, he says, has been going on for some time within the Soviet Union about military strategy—a debate which we have also witnessed in the United Kingdom, on the comparative values of " conventional " forces and " unconventional " (*i.e.* nuclear and thermo-nuclear) weapons? Has Mr. Khrushchev in fact produced an up-to-date and non-theoretical Sandys 1957 White Paper to confound his military advisers who continue to believe in infantry, tanks and non-nuclear artillery?

Or was it that Mr. Khrushchev has regarded an enormous bang as an external politico-diplomatic weapon, which can enable him to " negotiate from strength " and to retain the initiative in a new and conclusive effort to get his kind of solution to the German problem?

All these explanations seem to me plausible. It became quite clear, early in the proceedings of the Communist Party Congress, that Mr. Khrushchev was not going to have it all his own way in reading the Marxist version of the Riot Act to naughty little Albania. To that extent he has a tough fight on his hands inside his own camp, and Miss Jennie Lee was fully justified in drawing attention to it. Not only does the dialectical conflict rage against Albania and the Chinese People's Republic; it exists within the Soviet Union itself. Mr. Khrushchev and his supporters are opposed—according to the most influential of them, Mr. Mikoyan—by a " conservative dogmatic group," one of the leaders of whom is Mr. Molotov. Differences range, Mr. Mikoyan told the Party Congress, not merely across specific political or organisational questions, but over the whole strategic policy of the Party. Mr. Molotov, Mr. Mikoyan said, " rejects the historic decision of the Twentieth Party Congress about the possibility of avoiding world war in the current epoch." If Molotov and the rest of the anti-Party group had not been defeated in 1957, so Mr. Mikoyan's argument ran, the world would have faced the risk of war.

If that is so, slender indeed is the thread by which our fate hangs. The somewhat mythical (as I have always believed) trigger-happy American general or admiral is more than counter-balanced by the conservative-dogmatic Mr. Molotov, who—if this thesis is correct—is by no means finally out of harm's way in his outpost in Vienna. But there is a paradox in Mr. Mikoyan's argument which we should not ignore: why, if what Mr. Khrushchev ardently desires is peaceful co-existence, does he perpetually try to scare us out of our wits? Can't Mr. Mikoyan, or any other of his close associates, persuade him that bullying is not either a synonym or a substitute for diplomacy?

The moral strength of the British, in the days of their own wealth and power, was that (with infrequent and regrettable divagations from their own standards of behaviour—Alexandria in 1882, for example) they refrained from international bullying, and they fought two great World Wars to resist and defeat international bullies. This trait has been transmitted across the Atlantic and again the occasions on which the U.S. Government has bullied other nations are the exception, not the rule; and the Americans react as stubbornly—as awkwardly—against attempts to bully them as do, or did, the British. Has Mr. Khrushchev an overwhelming itch to test that resistance to bullying to the utmost?

I ponder; I ask questions which I, myself, cannot answer. They are, however, phrased in the tactical terms of contemporary politics, nightmarish though these have become. Is it not time for us, as individuals and as societies, to take calm stock of the fundamental moral imbecility of the situation into which the world has drifted? Each generation owes two debts, one to its predecessors, the other to its heirs; it has to preserve and consolidate, to create and construct. We are on the brink of destroying not just the Euston Arch or the High Streets of our country towns, but everything that the human race has inherited—music, painting, poetry, compassion, laughter and the love of children. The losses will be pointless, because we shall have no descendants—or, at least, none that will be recognisable as human beings—and because with strontium 90 we shall have contaminated the corn whence we have made our bread, and with radio-active iodine 131 poisoned the milk our children drink. Our first ancestors, so the ancient Judaeo-Christian myth told us, were settled in a garden in which was every tree that was pleasant to the sight and good for food. We, in our departing, look as if we shall leave behind us the abomination of desolation.

It is grimly symbolic that in the front line of victims are the newborn children. The danger to them, we are assured, is short-lived; and when the Defence Minister spoke to the House of Commons on October 24 the radioactive iodine detectable in milk was " well below not only danger level but also warning level." Nevertheless, the dried milk is ready; the Ministry of Health has a plan for its distribution, through welfare clinics and perhaps, in an emergency, with the help of milkmen. And any mother can already purchase 20-oz. tins of dried milk for a child under twelve months by paying 2s. 4d. and surrendering a Supplementary Milk Token, which is, of course, obtainable from any local office of the Ministry of Pensions and National Insurance.

Goodness knows, I do not mock these preparations, nor the ponderous bureaucratic jargon in which they are phrased, nor indeed the spirit in which they have been made. I remember the queues of children, with their gas masks in cardboard containers, boarding the Green Line buses that evacuated them in 1939; and I remember that out of that queer, cautious, Home Office/Town Hall reaction there emerged, in less than a twelve-month, a people ready to face their finest hour. But shall we be given a Finest Minute, this time?

Those tins of dried milk are, morally, if not factually, the world's warning level. In politics, as in aeronautics, there is a point of no return, which the world is rapidly approaching. Mr. Watkinson rightly called the Russian action callous and cruel. The right honourable gentleman has never, I confess, been among my most admired politicians; but there was a real, if quaintly commonplace grandeur about his assertion that the House of Commons' horror and disgust and its unity in not being panicked are " the best answer to what the Russians are doing."

Doubtless he is right. Keep calm, please, keep calm. Think of the children. Pass steadily through the distributing centre. Give your name and address to the nice lady from the W.V.S. So with our 20-oz. tins of dried milk in our hands we, the British, face doomsday.

The Duchess of Gloucester walks in the grounds of the Lady Eleanor Holles School at Hampton, in Middlesex, with the headmistress, Miss R. Garwood Scott. Holding the umbrella is the chairman of the Board of Governors, Mr. C. Wheeler Baker. The Duchess of Gloucester was visiting the school on the occasion of the 250th anniversary of its founding. She opened a new wing, and presented prizes. The new wing consists of an Arts and Crafts Room, a Music Room, two classrooms and a new staircase. One of the oldest and most famous of girls' schools, Lady Eleanor Holles School has 600 pupils

A ROYAL VISIT IN THE RAIN

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The nave of the restored Church of St. Andrew, Holborn, in London. St. Andrew's was built by Wren in 1686 at a cost of £9,000. Gutted in the blitz, it has been rebuilt at a cost of £125,000. The church was reconsecrated by the Bishop of London last week

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

THE FOUL AND FILTHY AIR. It is a fair assumption that when a prize-fighter boasts before the contest of the frightful punch with which he will send his opponent through the ropes, he boasts to give himself courage and to make his rival's flesh creep. When, as often happens, he fails to land that punch and finds himself " at the receiver's end," there is bound to be added embarrassment to himself and his backers. The Cold War pugilists have long resorted to this form of confidence trick of which Mr. Khrushchev is easily the strongest practitioner, but the fulfilment of his latest promise of a super-punch to beat all punches loses force by its very force. Why build so expensive a hydraulic press to crush a butterfly world when the hammer is adequate for the purpose? Mr. K. has often admitted that the hammer can do the job. Therefore the 50-megaton engine of destruction is a clearer indication of his own nervousness than a stronger effort to terrify his rival. To Mr. K. fair is foul and foul is fair, and his propaganda device was never likely to get good commercial results from any but the Committee of 100 who reacted swiftly. The fact that the Russian people would get no more than a filtered version of his advertisement was clear proof of his own scared and guilty conscience. Among the responsible leaders in the West, his big bang means no more than the continuance of the Cold War in perhaps a rather more poisonous atmosphere, and for Mr. K. personally there is no patent shelter to preserve his lungs and bones from contamination. The Moscow boy was pepping himself up for his next big fight, but the Western boy had heard it all before and refused to get the needle. The Americans have banished their needles into space. This unilateral assumption of sovereignty in space both by the Soviet Union and by the United States is utterly shameful. If the Russian bang has gone off as promised, there is no certainty that it was as big or as dirty as expected. The Russians are no more immune from unknown consequences than the rest of us, but Mr. K. is a ruthless master-riddle-maker and certainly succeeds in keeping the world's scientists and statesmen guessing. All of them are united only in profound ignorance of cause and effect.

" WHAT EVERY WOMAN KNOWS." The suffragettes and the testing time of war won for the women of England the political equality with men which they had long demanded reasonably enough, and a great degree of economic equality has followed. People are still found who sometimes ask whether the enfranchisement of women, their entry into public life and their political equality, have had all the effects promised for them. They promised to humanise social life and legislation and bestow on an unsatisfactory man-made and man-run economy a higher standard of common sense and morality. It is reasonable to argue that in some fields their influence for good towards these objectives has been over-rated or under-employed. It is difficult to believe that a majority of the wives of skilled workers receiving £35 a week and more can approve their husbands' decision to throw up their jobs while instalments perhaps are still pending for their cars and other comforts which £35 a week, assured, encourage and perhaps justify them in buying. These wives might not know more than I do of the complicated and abstruse causes of unrest in this or that trade. They would know, as I do, that in all industrial disputes, even unofficial, there are probably faults on both sides and that each side can put up a persuasive argument and can concede a reasonable point without loss of face. Even today, £35 a week is not a bread-line income nor one to be lightly risked; and the number of mere men who hold that view is quite considerable. They would realise

"THE SPHERE" CHRISTMAS NUMBER

Shoppers on their way home with their purchases on Christmas Eve provide the theme of Lucien Lowen's cover for this year's Christmas Number, to be published on November 10. Colour pages include Geoffrey Fletcher's impressions of the Edwardian era; a sea-scape by Montague Dawson; Pauline Baynes' paintings of autumn and winter; an Isenbrandt Madonna; Tissot's *Convalescent*; and William McLaren's illustrations for *Sir Gawain and the Green Knight*. In black and white are many illustrated articles on such diverse subjects as The Boxing Day Meet and Vintage Motor Cars. This year's short story is by Stella Gibbons.

There is still time to place your order if you are to make sure of catching most of the overseas mails for Christmas. Order through any branch of W. H. Smith, Wymans, John Menzies, or any other newsagent. "The Sphere" Christmas Number costs 5s., including postage.

Squadron-Leader J. F. G. Howe, Commanding Officer of No. 74 Squadron, presents members of the squadron to the Queen Mother on her visit to the R.A.F. station, Leconfield, Yorks

Princess Alexandra of Kent is presented with a Caerphilly cheese at the Royal Dairy Show at Olympia, London. She visited the show last week

Admiral Sir Guy Russell, Chairman of the National Association of Boys' Clubs, receives in London two apprentices who have paddled 194 miles from Stoke-on-Trent in five days in canoes made by themselves. They were bringing goodwill messages to the President of the Association, the Duke of Gloucester

that today a switch to another job, equally remunerated, is not so easy as once it was, that queueing up for the chance of a " starvation " job (and in default accepting unemployment pay and national relief) is neither pleasant nor profitable, and that to continue to sit pretty, while payments are outstanding, is plain common sense which even justifies some sacrifice of face and resistance to instigations to subversion. " What every woman knows " (I supposed) embraced all that, including the fable of the monkey sawing off the branch it sat on, no less than it embraced the technique by which women insidiously get their way over their menfolk. But, it seems, their knowledge, common sense and influence have all been exaggerated.

THE BRAINS TRUST. In the early days of The Brains Trust—that now dignified and regular feature of TV—I thought the label vain-glorious and intellectually snobbish, and that the discussions seldom justified it. I like to praise a modern feature of TV where I can, and have no objection to announcing a change of opinion. The Brains Trust under the suave direction of Mr. Norman Fisher is today a feature I enjoy and seldom miss. We are so used to hearing and watching speakers airing their views on every sort of difficult subject, who are usually utterly incapable of expressing their thoughts (if any) in intelligible language and stutter out their opinions for self-advertisement or for party scores, that it is not only restful but a civilising influence to listen to men and women who have learned the art of expression, have no political or propagandist axe to grind, can usually speak with authority on such questions as are put to them, understand the essentials of civilised discussion and neither shout down nor interrupt their panel-fellows. Mr. Fisher, with his low voice, always audible, and quiet manner, is an ideal compère and the teams are well chosen. The men perhaps come out better than the women, though one or two women overcome the handicap of a treble voice and make valuable contributions. I should put Lord Birkett and Lord James as the pick of a fine bunch. They seem to personify wisdom by means of *Suaviter in modo, fortiter in re*. Oddly enough, authors are seldom as good at clear expression *viva voce* as *currente calamo*. The Brains Trust is a civilised and educative recreational feature, and how refreshing it is to hear none of the clichés and gobbledegook of modern political oratory and journalism.

A MODEL FOR JOURNALISTS. Bernard Darwin was certainly the model of what a journalist should be in a civilised country. His memory was remarkable, his style admirable, he never exaggerated, was never partisan and always fair. And in all he wrote, a delightful sense of humour and the evidence of a liberal education and of a wide selective reading adorned his theme. It was often said that the grandson of *The Origin of Species* and the son of a famous botanist F.R.S. wasted his talents in descending to golf commentary. In truth, he inherited no particular bent or ability for science, and golf was only one of his subjects. He was a shrewd biographer, an authority on Dickens; and his writing on cricket and crime and pugilism proved him very well read in English social history. I would not say he wasted his time and talents. There are more journalists alive than scientists and, even today, the massed influence of the former exceeds that of scientists. If that influence were always exerted in Bernard Darwin's way, this world would be a more reasonable and perhaps a happier and worthier one. Like Jane Austen, he wrote of what interested him and of what he understood. That gave him literary style and, I make no doubt, a happy life. There is no happier career today than to be self-employed in a craft which is also a hobby. And golf is at least an honest, healthy hobby. There are few opportunities to cheat or squabble. Mr. Darwin offered the fair, expert and impartial comment which good journalism requires, and which political gossip, gossip about the Royal Family and speculations about international problems seldom achieve.

CONTRIBUTIONS TO DEBATE. I have a sincere admiration for parliamentary reporters whose difficult job it is to hear and extract the gist out of speeches delivered in both Houses. Naturally even in the most serious dailies their available space is limited and they must use most of it in recording the more important contributions. Most of the speakers of lesser degree no doubt would prefer to be mentioned in brief than not be reported at all; yet, especially in the Upper House, it sometimes happens that such précis as their speeches receive may be hardly complimentary to their contribution. They must feel (and we feel) that there was surely more pith and meat in their contributions than was disclosed in the three lines allotted them. Too often some noble lord is condemned to some colossal bromide twenty words long which a fourth-form boy would blush to utter; and in such a case the noble lord might well prefer to be relegated to the list of " Also spoke." Hard indeed that all the expenditure of midnight oil and brain and nerve wracking should stand in the record as a mouse so ridiculously unoriginal and trivial.

THE OLD STAGER

THE HUSTLER—Fast Eddie Felson (Paul Newman) prepares to play during his attempt to beat the champion, Minnesota Fats

Minnesota Fats (Jackie Gleason) and Fast Eddie at the opening of the crucial match

ENTERTAINMENT

POOL TO TROMBONE

The Hustler at the Leicester Square Theatre
Paris Blues at the Odeon, Marble Arch

By coincidence, two of the new American films opening in London star Paul Newman, and in both of them he is called upon to display special skills which, with such things as baseball and hot-dogs, go to make up the unique flavour of the U.S. *The Hustler*, produced, directed and partly written by Robert Rossen, is released by 20th Century-Fox. It is a long and candid look at the grimier side of big city life and takes as its focal-point the life of the pool-room hustler. Here a word of explanation: pool is a version of snooker, widely played throughout the States in saloons often less than reputable. A hustler is a professional player who makes a living gambling on the game, using various deceits and bluffs to encourage his amateur opponent to bet heavily. From this background, Robert Rossen has drawn a film which captures the smoky excitement and tension of pool as played by top-class sharks and at the same time investigates the dangers of hero-worshipping skill at games. The story concerns Eddie Felson, the aggressive challenger to the title of champion hustler. He takes on the king of hustlers, Minnesota Fats, in a match which lasts thirty-six hours, betting 1,000 dollars a game. The challenger loses. In despair, Eddie ends up in a bus terminal in New York, where he meets Sarah, a young girl as defeated as he is. She sees him as her rescuer, but he remains obsessed by the need to win.

In *Paris Blues*, released by United Artists, Paul Newman plays a jazz trombonist and had to learn to give a passable imitation of a complex skill. Directed by Martin Ritt, the film has a score by Duke Ellington. It is set in autumn in Paris, among the small clubs on the Left Bank. There many American jazz musicians have emigrated, partly because of colour prejudice and partly because they are better paid in Paris than New York. The film is a plea for racial equality in an art dominated by Negroes. It's story concerns two American girls, played by Joanne Woodward and Diahann Carroll, on holiday in Paris. They meet two musicians, played by Paul Newman and Sidney Poitier. As might be expected, their affairs become tangled.

Jolyon Wimhurst

Eddie is welcomed back by Sarah (Piper Laurie)

Tourist in Paris—Lillian Corning (Joa

PA[illegible] BLUES—Expatriate American jazz musicians play at a small club on the Left Bank in Paris. In the group are Michel the guitarist (Serge Reggiani); Ed[illegible] Cook (Sidney Poitier); the drummer (Moustache); Ram Bowen (Paul Newman); the bass player (Guy Pederson); and Marie Seoul (Barbara Laage)

Woodward)

Playing at the club is Wild Man Moore (Louis Armstrong)

In the dingy street, Ram talks to Nicole (Marie Versini)

THE VOICE OF THE COMMON

AUSTRALIA

New contracts awarded for Snowy Mountains Hydro-Electric Scheme

The Australian Government announced last month that three Snowy Mountains Hydro-Electric Scheme contracts worth £A20,887,000 had been awarded to American construction firms.

These contracts mark the beginning of the Snowy-Murray development, the second major stage of the Scheme. It is now twelve years since work started in this £A400,000,000 effort to utilise the water resources of an Alpine region in south-eastern Australia for irrigation and electricity. When it is completed by 1970 it will have added more than 2,500,000 kilowatts to Australia's hydro-electric power capacity. The extra water the scheme makes available to the irrigated farmlands of the Murray and Murrumbidgee Valleys will enable production to be raised by about £A30,000,000 a year.

Australia, however, will not have to wait until 1970 before the scheme begins to pay dividends. One project, the Guthega Power Stations (60,000 kW.), has been in operation since 1955 and the Tumut I underground power station (320,000 kW.) since 1959. These works, together with associated projects, have involved the construction of five dams, 40 miles of tunnels, two power stations (one of them more than 1,000 ft. underground) and 25 miles of aqueducts. Early next year, a third station, Tumut 2 (280,000 kW.), will come into operation.

The next major objective is to ensure that the initial operation of the 760,000-kW. Murray I power station is achieved by the winter of 1966. This is necessary to keep pace with the increasing demand for electricity in the industrialised States of New South Wales and Victoria.

Mr. Nehru, the Prime Minister of India, waves from the control cabin of an electric locomotive after commissioning it in Chittaranjan, near Calcutta. The electric locomotive, which was built in the Chittaranjan Works, was the first to be built in India

Mr. Brian Harrison, M.P., the only Australian-born member of the British House of Commons, with Captain Charles Latrobe, of Swaffham, Norfolk. The Captain is seated in one of two armchairs carved for his grandfather, Charles Joseph Latrobe, the first Lieutenant-Governor of Victoria. These chairs have been presented by the Captain to Sir William Leggatt, Agent-General for Victoria in London, and will go to Melbourne next year for the Lieutenant-Governors' house which is being restored. Mr. Harrison, who is a farmer, has been M.P. for Maldon since 1955

Both these States, with abundant coal resources, will continue to produce the bulk of their electricity from large thermal stations. The Snowy Mountains Scheme, which has provided a link between the electricity systems of the two States, will be a cheap and highly efficient source of peak load power.

Since 1949, the Australian Government has provided about £A180,000,000 from revenue towards the Snowy Scheme and has so far received a total return of about £A5,000,000. But by next April, with Tumut 1 and Tumut 2 in full operation, the return to the Government from the sale of power to the New South Wales and Victorian Electricity Commissions will jump from the present level of about £A1,500,000 a year to £A6,500,000. Over the next five years, 1961 to 1966, the Government will need to provide some £A115,000,000 to finance the construction of the Snowy-Murray works, but this will be offset by returns to the Treasury of over £A30,000,000 in the same period. During the following five-year period, 1966-67 to 1970-71, the return to the Government, estimated to be about £A65,000,000, will not fall far short of the proposed expenditure of between £A70,000,000 to £A80,000,000. It will, however, be some years before the scheme really begins to pay its way.

Meanwhile, the scheme is producing peak-load electricity at about one penny per kilowatt hour. This is significantly less than the present cost of equivalent peak load electricity produced in the States' thermal systems. By the time Tumut 2 comes into operation early next year, 600,000 kilowatts of Snowy Scheme power will be fed into the New South Wales and Victorian grids. It would have cost the states some £A65,000,000 to have built thermal stations to provide this power. Of even greater national importance are the benefits to be gained from the additional quantities of water made available for irrigation. Works of the scheme completed to date can make available an additional 400,000 acre feet of water each year for irrigation in the Murrumbidgee Valley.

It can be seen that the effort and expenditure that Australia has invested in the Snowy Mountains Scheme is already paying dividends. The scheme, one of the largest integrated undertakings of its type in the world, typifies the emphasis that the Federal and State Governments are placing on major development projects in many parts of the country to meet the needs of an expanding economy. As such, it has become a symbol of national growth.

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

WEALTH

MALAYA

Policies at the United Nations outlined from Kuala Lumpur

Since 1957, the Federation has played an increasingly important part in international affairs, and its role in the United Nations Organisation is one which aims at the preservation of peace and upholding of the Charter and the implementation of the Universal Declaration of Human Rights.

The current session of the U.N. General Assembly has been overshadowed by the appalling news of the Russian monster nuclear bomb tests. Nevertheless, Malaya still regards it as a primary duty to try to bring about an atmosphere within the General Assembly in which East and West blocs can meet and talk about the steps by which the world can peacefully rid itself of the possibility of total annihilation.

In a recent broadcast from Kuala Lumpur, on Malaya's role in the United Nations, Inche Muhammad Ghazali bin Shafie, Permanent Secretary to the Ministry of External Affairs, made these points:

Colonialism. Last year we co-sponsored a resolution at the United Nations declaring that colonialism is contrary to the spirit of the Charter and calling on all administering countries to take steps to transfer all powers to the peoples of the territories they are administering.

Tibet. The initial shock of the Chinese Communist outrage on Tibet may have worn off for some nations, but our Government feels strongly on this, and our delegation will continue to exert all pressure it can bring to bear so that oppressive measures in Tibet will be stopped and the Tibetans given back their heritage of cultural and religious freedom.

Chinese Representation at United Nations. The Federation Government will not agree to any steps which are tantamount to sacrificing the people of Formosa, including the refugee Chinese, to Communist China. We take the realistic view that Communist China is a power the world has to reckon with, and we are prepared to support the admission of Communist China provided Formosa is regarded as a separate state with her own rights to be a member of United Nations.

Africa. Our delegation will once more express the Federation Government's disgust at the Apartheid policy of South Africa, and it will urge the sub-committee set up during the last session to investigate into conditions in Angola, to exert further pressure on the Portuguese Government to introduce reforms with a view to eventual independence for that trouble-stricken territory.

Algeria. The Federation will support the policy of self-determination, and identify itself fully with the Afro-Asian group to call for the preservation of the national and territorial integrity of Algeria.

The African members of United Nations have put forward a plan designed to establish United Nations assistance for the economic and social development of the new African States and for the preparation of still dependent States towards independence. Malaya certainly welcomes this initiative.

TWO NEW HIGH COMMISSIONERS IN THE COMMONWEALTH

Mr. R. S. S. Gunewardene is Ceylon's new High Commissioner in Britain. Aged sixty-two, he is a graduate of London University. Mr Gunewardene has held many diplomatic posts. He was appointed to Paris last year and is continuing to combine this representation with his new appointment in London

Sir Geoffrey de Freitas was made K.C.M.G. on the recent announcement of his appointment as the new British High Commissioner in Ghana. Labour M.P. for Lincoln from 1945, he held ministerial office in the post-war Labour Governments. He is forty-eight and was educated at Haileybury and Cambridge

Queen Elizabeth the Queen Mother talks to Mrs. Sheila Datta of New Delhi, India, while visiting the Post Office Savings Bank Headquarters in London, on the occasion of the Savings Bank Centenary Celebrations. Mrs. Datta works in the typing room at the Savings Bank Headquarters. During her visit the Queen Mother opened the new Centenary gates and unveiled a plaque in the main hall of the building

BOOK REVIEWS

The Queen in India and Pakistan; the impact of the slave trade on Africa

THE QUEEN'S VISIT—ELIZABETH II IN INDIA AND PAKISTAN (Asia Publishing House. 30s.) is what is usually called a souvenir volume, welcome to all those who followed the tour earlier this year with interest and affection; "a testament of friendship," as Mrs. Pandit writes in the foreword. It is divided into five main sections. A general outline of the monarchy, its history and functions, by Dermot Morrah, is followed by an informative and gracefully written account by Dudley Barker of the difficult transition from Empire to Commonwealth. On the subject of the Indian tour, Frank Moraes writes with erudition on the tradition behind the visit, while A. N. Dar provides a colourful description of the tour itself. Osman Siddiqui records the Queen's tour in Pakistan with equal eloquence. The Queen's life and work is given a comprehensive treatment by Dorothy Laird, and the book concludes with the Queen's broadcast to the people of India on the eve of her departure. The illustrations are plentiful, although varied in quality. Some of the colour prints are out of focus and magenta-tinged. But this is a small criticism of a valuable souvenir of a great Royal occasion.

In 1832 the British Government agreed to send an expedition up the Niger "with Commissioners charged . . . to make treaties with the native chiefs for the suppression of this horrible traffic (the slave trade); and to point out to them the advantages they will derive if, instead of the wars and aggressions to which it gives rise, they will substitute an innocent and legitimate commerce." The irony behind this worthy mission, that the slave trade was the direct consequence of centuries of European insistence, is one of the many points made in Basil Davidson's BLACK MOTHER (Gollancz. 25s.). The author describes how, in the nineteenth century, Europeans looked on the chaos and misery of Africa and imagined it to be a natural condition. This was one of the main justifications of the imperial idea. In fact, it was the European connection which, through the slave trade, had played a large part in the economic stagnation and moral degradation of Africa in the four centuries preceding colonisation. "Europe not Africa had fathered the overseas slave trade, but Europe had ceased to recognise its child." Africa suffered continuously, says Mr. Davidson, from an association that was based neither on the equality that could open wide channels to the outside world, nor on the sharp subjection which could cause a rebirth of the African culture and social confidence existing in the fifteenth century, which has been described by the author in a previous book, *Old Africa Rediscovered.*

He illustrates his theme from three selected areas: the old kingdoms of the Congo, the complex city states of the seaboard of East Africa, and the Gulf of Guinea. The last area shows most clearly the deadly effect of "the Great Circuit" in confining African production for export to "a monoculture in human beings," and in preventing social change by bolstering the conservative element in African feudalism. Thus the trade which provided much of the wealth which made Europe's great leap forward possible, at the same time sterilised much of African civilisation, and widened the cultural gap enough to make colonial conquest an inevitable consequence. It makes a strange story, a sad mixture of good intentions and squalid betrayal on both sides. Kings, warriors, adventurers, businessmen, humanitarians and revolutionaries, all bedevilled by mutual lack of comprehension, are presented with sympathy and keen historical sense. This is an important book for all who are interested in understanding the background to present-day relations between Europe and Africa.

ROADS IN ITALY

Among the traffic signs in Milan is one pointing the motorist towards the entrance of the most gigantic of Italy's road undertakings. This is the Autostrada del Sole (Highway of the Sun) which, when finished, will run from Milan in the industrial north to Naples and beyond in the far south. Already the section from Milan to Florence has been finished and contractors are pushing northwards from Naples towards Rome. The most exciting stretch of the highway is in the mountains north of Florence, where the dual carriageway passes in wide curves through a jumbled mass of steep valleys and bare rocky precipices. A feature of the Autostrada is the petrol and rest stations along the route, with their modern design and excellent service. But the Autostrada del Sole is only a part of a huge drive to improve Italy's roads. The government plans 2,500 miles of new autostrade and new or improved roads to be constructed in the next ten years. In the north, the visitor everywhere sees the road builders at work—for instance, among the precipitous vine- and olive-covered hillsides dropping to the sea in the Cinque Terre, long cut off completely by the mountains, or on the flat plain of Lombardy. It has been estimated that the cost per mile of the Autostrada del Sole is about £200,000. The figure in Great Britain is about £400,000 per mile for motorways.

The Autostrada del Sole curves over bridges and through tunnels to cross the mountains north of Florence

The complicated flyover junction with the Autostrada del Sole outside Florence

Part of the Autostrada del Sole near Naples

A section of the highway between Naples and Salerno

Heavy lorries leave Trieste (in the background, left) on one of the Italian State highways. **Below:** The new highway, linking La Spezia on the Ligurian coast with the villages of the Cinque Terre, descends the mountainous coastline to Riomaggiore

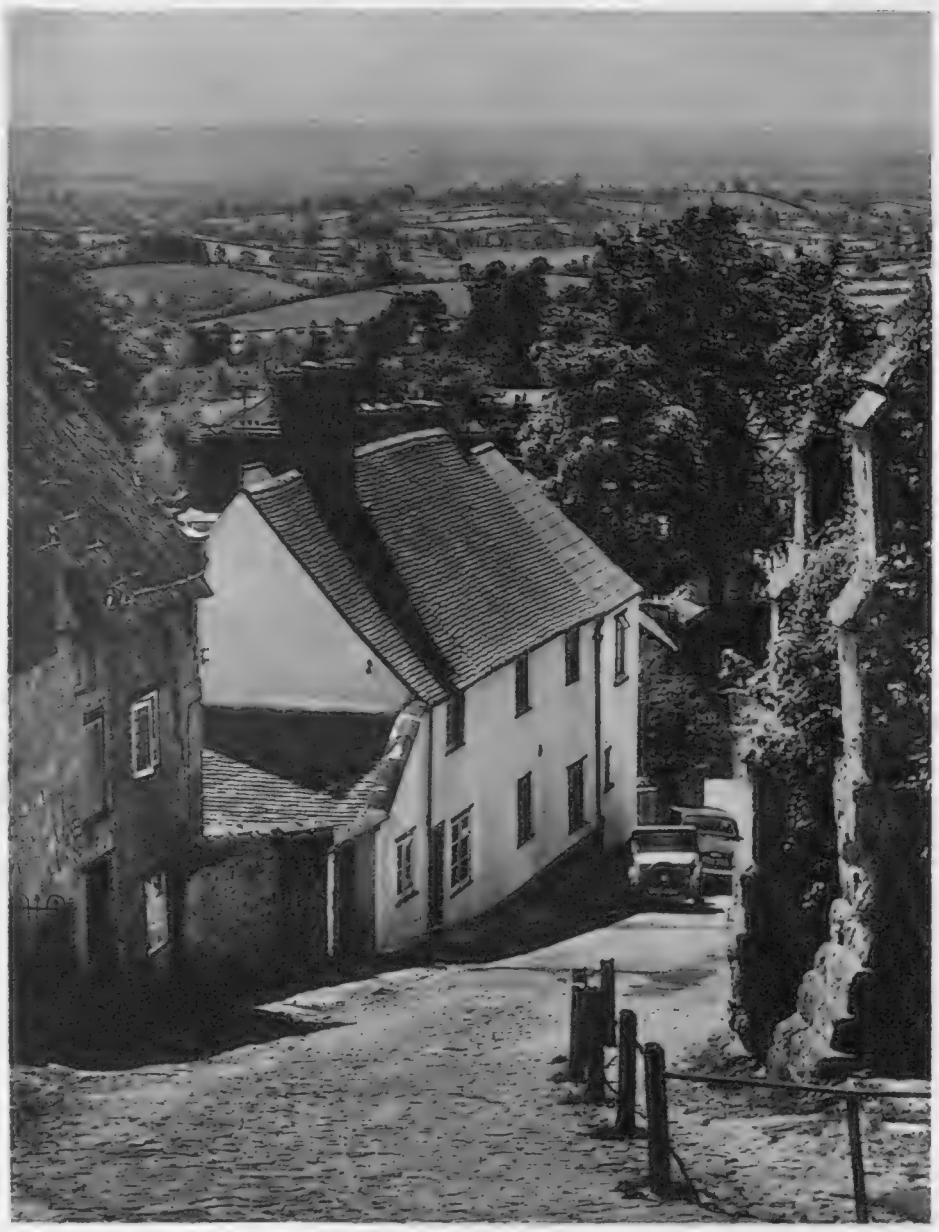
BRIAN VESEY-FITZGERALD

SHAFTESBURY—A TOWN ON A HILL

In Britain there are not many hill towns, as opposed to hilly towns or towns that are built up a hill, perhaps towards a castle. In such cases you will find that the oldest part of the town is huddled at the foot of the hill. Early man, Stone Age, Bronze Age, or Iron Age, lived on the hill-tops by preference, because the valleys were thickly wooded or mere swamps and harboured many dangers. But once the woods were thinned and the dangerous animals greatly reduced in numbers, man moved down into the valleys to get more shelter, easier water supplies and so forth. Off-hand I can think of only four genuine hill towns in Britain. I should doubt if there are more than half a dozen in any case. Of these, Shaftesbury is by far the most remarkable. Locally it is called Shaston. That name still appears on signposts in the neighbourhood.

Shaftesbury stands on a bold bluff of greensand. Over much of southern England the greensand forms a fringe to the chalk country, and is responsible for throwing up here and there typical, isolated and, usually, well-wooded features. Such a one is Duncliffe Hill, near Shaftesbury, which must be known to everyone, by sight if not by name, travelling to or from the west. South and south-east of Shaftesbury is the chalk downland, a magnificent half-moon of smooth, green heights: Monks Down, Win Green, Melbury Bubb, Fontmell Down, Sutton Hill, Hambledon, "downland at its loftiest inspiration, its noblest composition of forms, its ultimate of majesty." The words are Massingham's and they are true enough.

But the Downs in these parts have not the true habit of the chalk as expressed in the melodious flowing lines of the Downs of north Wiltshire or Sussex. They are much more abrupt in contour, more broken in continuity, more irregular, more restless: and the farther down into Dorset you go, down towards Beaminster and beyond, the more difficult, the more restless, do they become.



The steep Gold Hill, in Shaftesbury, Dorset, one of Britain's few hill towns

The contrast between hill and vale in these parts is most striking. The aspect of the hills is open and bold, widespreading, on a scale that seems even more enormous than it is. In the lowland the scale is small. "The fields are mere paddocks, so reduced that . . . their hedgerows appear a network of dark green threads overspreading the paler green of the grass," as Thomas Hardy wrote in *Tess*.

Standing on its majestic promontory, Shaftesbury has a situation more dramatic than that of any other English town. In its situation, Shaftesbury is not English at all, but continental. Every time I go there I am reminded of Les Beaux in Provence. True, the view from Les Beaux over the Camargue and the delta of the Rhône is much more dramatic than that from Shaftesbury over the comfortable meadows of Dorset. But it has much of the same feeling of being suspended above the earth. Anyway, the views from Shaftesbury, and there are many of them suddenly peeping between grey stone buildings, are magnificent and extensive enough.

Consider only that from Gold Hill, the steep lane which leads down behind St. Peter's Church, the hill rising sheerly on the one hand and a row of sharply-stepped cottages descending almost as abruptly on the other. Beyond, the huge blue-misty expanse of plain spreads away to the distant outline of Bulbarrow. It is a truly remarkable view to find in a town. There are others, notably one from the "Park" (which is not a park at all), west of Holy Trinity Church. These are almost, if not quite, as good.

Shaftesbury today is a conventional little town of some 3,000 population, three miles off the railway but terribly congested during the holiday months because it is on the A30 to the west. For the motorist in summer there is nothing romantic about Shaftesbury; but this is, in fact, a most romantic place. It is the ancient British Palladour, built by Hudibras, according to Geoffrey of Monmouth. William of Malmesbury, however, says that in his time (the twelfth century) a stone existed with a Latin inscription stating that Alfred built the town in 880: and Camden endorses this statement. Alfred certainly founded the abbey of St. Mary the Virgin here as a nunnery for Benedictine nuns; and his daughter, the Lady Aethelgiva, was the first abbess. Probably, the town was rebuilt at the same time.

Later monarchs added to the wealth of the abbey, and it became so rich that there was a popular saying: "If the Abbess of Shaftesbury might wed the Abbot of Glastonbury, their heir would have more land than the King of England." But what really "made" Shaftesbury was the fact that the body of Edward the Martyr was brought here from Wareham with great pomp and ceremony. The bones of the canonised king soon began to work miraculous cures, and there was a rush of pilgrims and many gifts of money and endowments.

What quirks there are in history! No one now knows the martyr's tomb. Excavations in the ruins of the abbey, which was razed to its foundations at the Dissolution, have revealed a tomb of faced stone which once bore a canopy and may have been the shrine: but, if so, it had been forgotten long before the Dissolution. Down at Corfe Castle, they will point out to the inquiring tourist the exact spot where the Royal martyr was foully done to death. It is on a bridge which did not exist at the time.

In its heyday as a religious centre Shaftesbury is said to have had twelve churches in addition to the abbey. It still has four, but of these only one has not been rebuilt. This is St. Peter's, a fifteenth-century building which is well worth a visit. If you are in a hurry, it is worth remembering that the most notable feature is outside: the very fine parapet of the north aisle, elaborately pierced and battlemented with some excellent carvings and heraldic bearings and the Tudor rose.

There is a vast amount of interesting history attached to the nunnery. The abbess was a national figure, an *ex officio* peeress, she was one of four in the country who held from the Crown a whole barony and the post was held by some very able and financially shrewd women. They had their difficulties. Like every nunnery Shaftesbury had its scandals. Occasionally a nun hopped over the wall for a nightcap in one of the local taverns and sometimes one would develop an interest in the opposite sex, as was to be expected. But the story I like best is that of the man who, in 1285, "stole" two nuns from the abbey. Two, mark you: you would expect some very dire punishment. All that happened to him was that he had to promise to swear off nuns in future. I call that an enlightened magistrate.

IN THE NORTH AND THE SOUTH

The Bolebroke Beagles move off from Chiddingstone, in Kent, after meeting outside the Castle Inn. In the left foreground is Mr. Martin Letts and among those behind the pack are Mr. Philip Burrows, the Master, and Mr. Tom Moran, the Huntsman. The Bolebroke country lies in Kent and Sussex and is also hunted by the West Kent, Eridge, and Old Surrey and Burstow Foxhounds. Chiddingstone, between Tonbridge and Edenbridge, is one of the most picturesque villages in Kent and much property there belongs to the National Trust

Old Barn House, which dates from the seventeenth century, is in Dorset at Longham, near Wimborne Minster, and lies on the road between Ringwood and Poole and Bournemouth. The building is soon to be pulled down to make way for a road-widening scheme. Work has already reached the boundary of the property. Old Barn House has been acquired by the local authority

Grey Residential College has a commanding view outside Durham, overlooking the Cathedral and Castle of the ancient city in the north of England. The college, officially opened last month by Lord Grey, Deputy Lieutenant of Northumberland, has administrative and common rooms, sixty-eight individual bedrooms, four staff flats and a panelled dining hall. The main block was built by Holland & Hannen and Cubitts (Scotland), Ltd.

PUBLIC SCHOOLS FOOTBALL

WARWICK
V
BROMSGROVE

Warwick School's home match against Bromsgrove School was hampered by the players' inability to overcome the handicap of frequent high gusts of wind. The home XV were slow to settle down and Bromsgrove came close to scoring in the first minutes. Warwick took the lead when their wing forward, Gibson, gained possession after play in the line-out and passed inside to prop-forward Round, who was well placed to go over half way out. Gibson took part in the other scoring movement of the first half. Backing up in the centre, he collected a loose ball and continued a movement which allowed the Warwick left wing, Hayes, to score in the corner. The pattern of the first half continued in the second, with few attacking movements. There was no further score. Warwick's backs seldom looked dangerous except for a run by the right wing, Bassett, and an attempted break by fly-half Hacking. At forward, the lighter Warwick pack had a keen struggle with the strong and well-drilled Bromsgrove forwards.

The forwards leap for the ball during a line-out. Warwick (light shorts) beat Bromsgrove 6—0

The ball goes loose in a scrum. **Centre:** D. Thomas of Bromsgrove is tackled. **Right:** D. Whitlock, Warwick full back, clears the ball, despite attention from R. Priest

G. W. Badger, Warwick's scrum half, gets the ball away.
Left: P. Sawtell of Bromsgrove kicks the ball in mid-field

TRAVEL

ADVICE TO WINTER SPORTSMEN

By GORDON COOPER

Each year I have sent me a considerable number of gaily illustrated brochures dealing with winter sports. After perusing them I feel that there is little to choose between the different resorts. The much-used description, "ski-paradise," seems applicable to them all.

In actual fact, there are considerable differences between the 500 or 600 ski-ing centres to be found in Europe. And there are almost as many differences between the tastes, purses and aptitudes of the thousands of persons who wish to take a "second holiday" amid the snows. I propose, therefore, to list the main points which should be considered:

(i) **When Best to Go?** If possible, avoid the period around Christmas, a fortnight which ends early in January. Apart from the important fact that this is not a reliable time for snow, you will also find that the resorts are invariably overcrowded, including a large influx from nearby cities. This results in the ski-school classes being too large, while you are likely to find that far too much time is spent in queueing at the ski-lift stations. Lastly, the hours of daylight are at their shortest. The rest of January sees a reduction in the number of visitors, and low season reduced terms often operate both in hotels and for the various ski-ing facilities, such as schools and lifts.

With the coming of February another high season operates, largely because during this month snow conditions are at their best, except at the higher resorts or in Scandinavia. At resorts standing at 5,000 ft. and over, March is often the best month. April and May are excellent for experienced glacier skiers.

(ii) **Where Best to Go?** There is no "best" resort, if only because individual requirements differ. Altitude in itself does not necessarily mean lots of snow. Sometimes conditions are better at a 3,000-ft. resort than one where the altitude is 4,000 ft. The farther east you go, snow conditions also tend to improve. Then, if you are not a linguist I suggest it is better to go to a resort which caters for British visitors, otherwise you may feel out of it and there may well be language difficulties at the local ski-school. Elsewhere in this issue I give a short list of my own favourite resorts, but do not let this deter you from going to others.

(iii) **How Best to Go?** Freelance or in a party? Although I am a strong supporter of individual travel for a summer holiday, I consider it better, perhaps, to join a congenial organised party for winter sports. I list on another page the offers made by the leading travel agents—all reliable firms.

(iv) **How Much Will it Cost?** The range is wide, say, from £25 upwards for ten days. I do not recommend going for a lesser period, especially for a novice, for it is only after the first week that you begin to find your feet at a resort. Bear in mind, too, that "extras" can form a considerable item in your budget. A fashionable resort, with lots of entertainments, must obviously be more costly than some small centre. Again, study carefully the travel charges provided in an inclusive tour, for they can make a big difference to your expenditure.

(v) **Physical Preparation.** As you don't want to waste time at a resort getting physically fit, it is essential to prepare well before you leave home. Various winter sports and firms offer opportunities for pre-ski training in London and in main provincial towns. But I don't think a course of six lessons suffices, and I recommend that you do morning exercises at home, not forgetting a daily walk or a bicycle ride, both of which help to make your muscles more flexible. Remember, too, that you ski so much with your arms that their strengthening should be far more stressed than it is. An excellent booklet of exercises can be obtained from the Ski Club of Great Britain, 118, Eaton Square, London, S.W.1; specially devised for skiers, the cost is 3s. 6d.

(vi) **Clothing and Equipment.** While hiring is uneconomical in the long run, yet it may well suffice for a novice. At the same time purchasing certain articles is not so much more costly than hiring, certainly in the matter of clothing. Boots and skis are best hired at your destination, and they are sometimes included in the price of a "package" tour. Various firms specialise in winter sports equipment, and it does allow for both sexes an opportunity for fashionable display. Don't forget to take a pair of snow-boots, for they are an essential for getting around when not actually on the slopes.

(vii) **Ski-ing for the Over-Forties.** A lot depends on how young you feel, but even if you feel years younger than you really are you must proceed with reasonable care, for you cannot hope to emulate the younger generation in skill. Let me say that I was sixty-plus when I first tried active ski-ing. My chief problem concerned getting up after a tumble—due mainly to my weight. This can be an undignified process, but no matter. Nowadays, however, I prefer to go in for curling, a most fascinating sport. But even if you do not wish to go on the slopes, there are the attractions of *après-ski* life and in the larger resorts a constant round of interesting events. Then, the mountain air and sunshine provide a superb tonic. Naturally, if you suffer from heart trouble you must study the altitude of any chosen resort, for sometimes breathing can become difficult. It is a delightful experience, too, to go for drives by horse-drawn ski-carriages across the snow.

(viii) **A Gourmet Among the Alps.** Staying at a mountain resort creates a wonderful appetite. For those who seek a first-class cuisine, the French resorts are to be recommended. The Swiss are famous for their cheese dishes, while the Swiss and the Austrians are excellent pastrycooks, and every resort has its *Konditorei* to which an English tea-shop with its tasteless confections bears no resemblance. Norway offers its cold table, loaded with various kinds of tit-bits, but it may not be to everyone's taste.

Skiers descend a steep slope near Davos in the canton of Grisons in Switzerland

WINTER SPORTS (II)

A CHOICE OF

Skiers cross a frozen lake near Vatnahalsen, in Norway

The resort of Kanzelwandhaus, in the Klein Walser Valley, in Bavaria, cat

Every skier has his own favourite winter sports resort, to which he usually returns year after year, content that he gets just what he requires. At the present time all the popular resorts compete in providing more and better ski runs and mechanical installations, such as cable cars and ski-lifts. At the same time, it is important to make sure that at any resort you may choose for your own holiday there are sufficient aids to obviate endless queueing, which can occupy far too much of your time. Most people, too, like to stay somewhere with a pleasing setting, as well as offering some *après-ski* entertainments. I give, now, my own selected list of some resorts in each country which I would recommend.

AUSTRIA. Kitzbühel (2,503 ft.) is my first choice. It is essentially a gay resort with a casino and a host of places for evening entertainment. It is also as picturesque a small town as any in the Tirol. In addition, it claims more cable railways and ski-lifts than any other Austrian resort. More important, these lifts now serve marked *pistes* which give together close on 100 miles of downhill running—sufficient for the most energetic skiers. Beginners are equally well cared for by ample nursery slopes, short lifts and an excellent ski school. There is also tobogganing, skating, ice hockey and real curling—not the rather " milk-and-water " Austrian type.

A second Austrian resort I favour is Saalbach (3,300 to 6,600 ft.), with an excellent record for sun and snow. It has consistently good, safe ski conditions until the very end of the season. The village provides all the amenities of a ski resort, but without the frills of a fashionable resort. It is, indeed, an ideal choice to meet most tastes. Long lifts climb the main slopes, so that good ski-ing is always available, and particularly so as recently a new cable railway climbs to a height of 6,000 ft. and is now in operation. From the summit of the Schattberg cable railway spectacular views can be obtained. Altogether, this new cable car has raised the ski-ing facilities at Saalbach into the Kitzbühel class.

FRANCE. Megève (3,650 ft.) is the most famous of this country's international resorts—and correspondingly on the expensive side. The snow conditions are usually excellent and there is wonderful sunshine. The facilities for all forms of winter sports on snow and ice are first-class.

Val d'Isère (6,070 ft.). This is a wonderful resort, with conditions for skiers which excel in efficiency and design. Everything has been planned by experts. A special slalom training course with electronic timing devices, automatic result cards and loudspeaker installation to correct faulty technique, is a popular attraction for skiers and spectators. Ski touring possibilities are almost inexhaustible, and few places in France are better suited for spring ski-ing. There is a ski school, of course, and a local sports club. I would emphasize, however, that Val d'Isère is essentially a ski resort, although its night life is well up to the standard. It is not a place for the non-skier spectator.

GERMANY. The outstanding winter sports resort is Garmisch-Partenkirchen, although Oberstdorf, Reit im Winkl and especially Berchtesgaden, can be recommended. Of particular scenic and ski-ing interest is the Klein Walser Valley, which is in Austrian territory but is only accessible through Germany. The ski-ing week in Oberstdorf is an outstanding event when leading jumpers aim at world records. Then, from Garmisch there is the opportunity to ski at the summit of the Zugspitze (almost 10,000 ft.), while this resort has also facilities for skating and curling. Nearby Oberammergau and Mittenwald are other suggestions.

Elsewhere in Germany, the escapist from compatriots might be interested in Winterberg (Sauerland) and Braunlage (the Harz). Both places have comfortable hotels and a variety of sports installations. The season runs to the end of March.

ITALY. This country deserves better patronage. Its two outstanding resorts are Cortina d'Ampezzo and Sestrières, but especially in the Dolomites there are many delightful smaller places. Then, Breuil Cervinia, in Aosta, is a centre for keen skiers who are satisfied with nothing short of the best. The position

RESORTS

e winter sun

The Italian resort of Sestrières, seen from the top of the Sises Téléférique

of Cervinia, at the foot of the Matterhorn, is unbelievably beautiful and the panorama unique. There is no tree in sight and the *pistes* are extremely varied and interesting. You can look forward to a different run every day, to long *pistes* or extensive slopes with virgin snow. This centre boasts the longest funicular in Europe with a rise of practically 5,000 ft. Cervinia has a large choice of hotels.

Cortina (4,100 ft.), the " Queen of the Dolomites," is a fashionable resort of world fame. One of its advantages is its very easy accessibility from Innsbruck (with its Cunard-Eagle air services). In Cortina you will find every kind of hotel and pension; there is ski-ing for all standards; an exceptional ice-rink, with opportunities for curling, and a varied entertainment programme. Do not be deterred, by the way, by any feeling of political insecurity, for it is entirely unjustified as far as Cortina is concerned. I travelled quite recently through the Dolomites, and beyond a soldier-guard at the tunnels I could see no sign of trouble.

Sestrières (6,666 ft.) is another fashionable resort; and it boasts a comprehensive and inter-Continental system of ski-lifts and cable railways, its unique round-tower hotels, its great variety of *pistes* and—last but not least—a large skating rink where many important competitions and ice-hockey events are held. The ski school is one of the biggest and best-conducted in Italy. There are *après-ski* entertainments to suit all tastes.

LIECHTENSTEIN. The tiny principality has now entered the lists for winter sports holidays. At Malbun, in the enchanting Samina Valley (reached by motor-bus from Vaduz), two ski-lifts have been installed and a first-class hotel built. There is a Swiss ski-ing school, and snow conditions are good from December until the end of April. As Vaduz, the capital, can be reached in twenty minutes, you are not necessarily cut off from civilisation. You could even lodge there and go up daily to the slopes.

NORWAY. This Scandinavian country offers special appeal to youngsters who seek thrifty winter sports holidays. Then, for those in northern England and Scotland there is the convenience of easy sea access to Bergen and Oslo. Geilo (2,625 ft.) is easily Norway's leading winter sports resort. It lies amid the mountains of the Halling Valley, and is situated on the eastern section of the Bergen-Oslo railway. The ski-ing season extends from Christmas to the end of April. There is a great variety of ski tours—an outstanding feature throughout the country—and there are all the other amenities of an international resort, including downhill runs, ski jumps, ice-rinks and curling facilities. The ski school is especially good, and I think you would probably learn faster here than anywhere else within my knowledge. For experienced skiers, Vatnahalsen would be my selection.

SWITZERLAND. Without a doubt, this country is unsurpassed for winter sports resorts; and I am, indeed, torn between which places I prefer, when almost everywhere is good. Among the international resorts, Gstaad, St. Moritz and Flims-Waldhaus pass with flying colours. But I am also very fond of Engelberg (3,280 ft.), a friendly village surrounded by grand mountain scenery and dominated by the Titlis. It is particularly recommended as a family resort. Then there is Zermatt (5,266 ft.), a still unspoilt village with an old tradition for sport and mountaineering. Dominated by the Matterhorn, the most enticing mountain in Europe, the resort is a famous starting-point for high Alpine ski touring. There are few places in the Alps that offer such a choice of runs; and there is great gaiety in the evenings. But, perhaps my personal favourite is Mürren (5,413 ft.), in the Bernese Oberland. Standing on a shelf, this most attractive village offers a superb view of the Jungfrau, Eiger, and many other famous peaks. Most of Mürren's runs are short but they are of infinite variety. The Kandahar course is found here, as well as the " Inferno " —the racecourse with the longest vertical drop. From the simplest inn to the most expensive, the hotels offer excellent value. Just across the valley is Wengen (4,180 ft.), a very popular resort with British visitors. From it Kleine Scheidegg (6,762 ft.) is easily reached, and it offers a good variety of runs on each side of the ridge on which it stands.

WINTER SPORTS (III)

OFFERS BY THE TRAVEL AGENTS

I cannot stress too much the importance of studying the various holiday programmes carefully. The firms listed below can all be recommended, but the types of holiday offered cater for a wide variety of tastes. You should study, too, exactly what is included in the prices given. Within the pages of some brochures, for instance, you will find arrangements which include the cost of equipment hire and/or ski instruction; others have no such arrangements. Extras like afternoon tea or baths are not always included. Note, too, that while prices in the January "low season" are reduced, the evenings are shorter and so, consequently, are the ski-ing hours in that month. This may not, of course, worry you.

Cooks. This firm's 120-page programme covers an enormous range. As usual, the tours include special Initiation Parties at Kandersteg in Switzerland (from £57 19s., fifteen days), and Beginners' Parties at Mayrhofen in Austria (from £56 4s., fifteen days). Both include hire of equipment and tuition, and that often expensive extra, a daily bath. An excellent idea for those more interested in the winter scene than winter sports itself is a twelve-day escorted coach tour to various centres in Switzerland; cost 49 gns. And there is a wide range of low-budget holidays for young people to Switzerland, Austria and Norway. Travel is invariably a choice between surface routes or scheduled air services.

Ingham's. Although specialists in travel to Austria, this firm also offers winter sports holidays in Switzerland, Italy and Norway. Their recommendation in the Arlberg is St. Anton which, as well as being a gay centre, has an excellent range of ski lifts and cable railways. A fifteen-day holiday in the main season costs from £38 10s. by rail or from £45 by air. An extra 7 guineas covers two weeks of ski tuition, ski hire and substantial reductions on lift tickets. Arrangements are undertaken for student parties. In the Dolomites, Corvara is one of the centres chosen for its particularly wide choice of "easy" runs for those with just a little experience. Ingham's also undertake arrangements for student parties.

World Sport and Travel Service. This firm offers special encouragement for taking the family ski-ing. Reduced rates at all their hotels, in addition to the normal reduction for children, can take £12 off the over-all cost for a family of six. For the second year, they are also running a party for unaccompanied children over ten years of age to St. Cargue, in Switzerland (twelve-day holiday by rail, £38 for under fourteens; £39 10s. over fourteen). This firm also specialises in ski tours for those with a little previous experience, and their tours with dog sleigh teams in Norway are justifiably popular. In addition to the more usual places, they can arrange winter sports holidays in Czechoslovakia and Yugoslavia as well. Ski-training courses are held at their Winter Sports Centre in London.

Erna Low Travel Service. Experienced organisers of beginners' economy parties, house parties (this year at Villars in Switzerland, Jochberg, near Kitzbühel, and Geilo, Norway), family parties with special arrangements for children, tours for young professional people or conducted teen-age and student parties, this firm also offers many arrangements for the free-lance traveller. Among their new ideas this season are holidays combining ski-ing with language-learning (German, French or Italian). Another innovation for free-lance travellers is the possibility of interchanging holiday centres —six or seven days in each of two places. A dry-ski school is available in London and several provincial centres.

Travel Counsellors. These British representatives of the Club Mediterranée also offer holidays at the club's winter sports "villages."

Ski trails on the slopes above Kitzbühel in Austria

Skiers assemble at the top of the Solaise Téléférique in the Val d'Isère, France

At the Swiss resort of St. Moritz curling is a popular pastime

An addition this year is St. Moritz, where they have taken over a hotel for the purpose; the cost is from £61 for two weeks, including unlimited use of all ski lifts at the resort. Other winter sports centres are at Leysin and Engelberg in Switzerland, and Tignes, Serre Chevalier and Alpe d'Huez (also new this year) in France. Their appeal is especially to young people and family groups.

Lunn's. This firm, which has seventy years' experience of winter sports holiday arrangements, are offering special facilities this year for those with only a week to spare (ten days, including two week-ends). The two centres are Zermatt (from £44 15s.) and Chateau d'Oex (for beginners; from £45), with travel by air. Tours to Yugoslavia are also included in their programme.

Winter Sports Limited. Independent holidays to Austria, Norway and Switzerland are included in this firm's arrangements, plus party holidays to Aurach and Hochsolden, in Austria. A special Christmas party to Aurach costs £36 18s. and includes hire of equipment. The resort is only ten minutes from Kitzbühel.

Swans. A novel attraction by this firm is a Christmas and New Year House Party arranged at Vaduz, the charming capital of the little Principality of Liechtenstein. Daily excursions will be made by coach to different ski-ing grounds in Switzerland and Austria, with qualified ski instructors. The cost is from £40 18s. 6d. (ten days) or £56 15s. (fifteen days). Winter sports holidays are also arranged in Austrian, Swiss and Norwegian centres.

Ski-Plan Limited. The aim of this new organisation dealing exclusively with winter sports holidays is to provide really all-inclusive tours. For their first season, arrangements will be in Austria, ranging from the more popular centres such as Kitzbühel and St. Anton to less known and less sophisticated villages such as Sistrans (near Innsbruck). The firm also caters for school parties.

Central Council of Physical Recreation. Membership is open to women between eighteen to thirty-five years and men between eighteen to forty years for whom ski training expeditions are arranged to Geilo in Norway, Champery in Switzerland, and, for the first time, Notre Dame de Bellecombe in France. Arrangements are in co-operation with the Ski Club of Great Britain and participants must take part in dry ski training in this country before leaving; there are centres throughout Britain.

Bergen Line; Fred Olsen Line. Both these Norwegian shipping lines offer excellent and inexpensive ski-ing holidays at various centres in Norway. There are also mountain ski tours for those with varying experience. A recommended centre, 2½ hours from Oslo, is Bolkesjø in the Telemark district, where a fourteen-day holiday costs from £37 18s. in the main season.

Galleon Holidays (formerly W.T.A.). This firm's programme includes tours to Austria, Switzerland and Norway. A recommended centre for late ski-ing is Saas-Fee in Switzerland, where a fifteen-day holiday, with rail travel, costs £38 19s. Nearer home, there are arrangements for ski-ing in Scotland.

USEFUL ADDRESSES

*Cooks, Berkeley Street, W.*1.
Ingham's, 26, *Old Bond Street, W.*1.
World Sport and Travel Service, 198-199, *Sloane Street, S.W.*1.
Erna Low Travel Service Ltd., 47, *Old Brompton Road, S.W.*7.
Travel Counsellors Ltd., 139, *Kensington High Street, W.*8.
Lunn's, 36, *Edgware Road, London, W.*2.
Winter Sports Ltd., 48, *Park Road, Baker Street, N.W.*1.
Swans, 260, *Tottenham Court Road, W.*1.
Ski-Plan Ltd., 47, *Beauchamp Place, S.W.*3.
Central Council of Physical Recreation, 6, *Bedford Square, W.C.*1.
Ski Club of Great Britain, 118, *Eaton Square, S.W.*1.
Bergen Line, Norway House, 21-24, *Cockspur Street, S.W.*1.
Fred Olsen Line (*agents, Norwegian State Railways*, 21-24, *Cockspur Street, S.W.*1.).
*Galleon Holidays, Eccleston Court, Gillingham Street, S.W.*1.
Swissair, 126, *Regent Street, W.*1.
C.I.T. (*England*), 10, *Charles Street, S.W.*1.
Milbanke Tours, 164, *Piccadilly, W.*1.
Horizon Holidays, 17, *Hanover Street, W.*1.
Apal Travel Limited, 78, *New Oxford Street, W.*1.

BOOKS

OFF TO THE WILDS

Animals, birds and aborigines; Harpo Marxist deviations; new novels by Margaret Kennedy, Richard Gordon, Georgette Heyer and others

Mr. Gerald Durrell not only collects animals for zoos, notably the one in Jersey, he also writes about his animal-finding expeditions with a magical acuteness of perception and with a great deal of humour. THE WHISPERING LAND (Hart-Davis. 18s.) is his account of a recent voyage to South America in the course of which he met, on terms of understanding if not of equality, such divers beasts and birds as peccaries, macaws, seals, guanacos, ocelots and rheas. THE HEART OF THE HUNTER (Hogarth Press. 21s.) is a sequel to Mr. Laurens van der Post's book, *The Lost World of the Kalahari*, and relates his meeting with some of the aboriginal African bushmen on his way back from the desert expedition. As always, he writes sensitively and well, so that his book can be read on the level of exploration and anthropological interest, or simply as literature: a distinction which applies equally to Mr. Durrell's work. Both books are illustrated, Mr. Durrell's by Ralph Thompson and Mr. van der Post's by Maurice Wilson.

DOWN THE LONG WIND (Newnes. 21s.) is Mr. Garth Christian's study of bird migration, principally as it applies to these islands, and it is a fascinating work from its jacket, designed by Peter Scott, to its abundant photographs, mostly by Eric Hosking. As for the text, it may well become a definitive work on a subject which interests many, many more people than would normally call themselves bird-watchers.

GROWING (Hogarth Press. 25s.) is the second volume of Mr. Leonard Woolf's autobiography and it covers the years, as he knew them, from 1904 to 1911. In this period Mr. Woolf lived in Ceylon as a Civil Servant, resigning from that service only on his return to England. There he re-discovered the intellectual group to which, ineluctably, he belonged, and his growing affection for Virginia Stephen, who was to be his wife. An impressively candid record of a remote period of work and illumination, told with a classic objectivity.

Rose Macaulay, alas, is dead. Her books, witty, urbane, profound and compassionate, will, I think, live on for generations. LETTERS TO A FRIEND (Collins. 25s.) is in a sense her latest work, but there are many of her friends and admirers who would wish that it had never been published. *Not*—and I emphasise that—because the quality of the writing is less than her best but because this volume consists of a series of letters written in complete confidence to a friendly priest, and in some sort a confessor, between the years 1950 to 1952. Rose Macaulay destroyed his own letters to her and it takes no great effort of imagination to believe that she would never have wished this intimate, poignant correspondence to have been published.

BOP HOPE as an inefficient rickshaw man in a scene from the film, *The Road to Hongkong*, being made at Shepperton Studios. Another of the American comedian's films, *Bachelor in Paradise*, is now at the Ritz, London

The memoirs of a splendid American clown, once repressively referred to as "one of the Marx Brothers," appear as HARPO SPEAKS! (Gollancz. 25s.), a title all the more apt since Harpo in films or on the stage expressed his talents in silent miming. This is a vivid and readable actor's record and all the more enjoyable to those who remember the gloriously zany films and Harpo's especially dotty part in them.

Individual tastes in humour, colour or tastes being what they are, I can only say that *I* think that Mr. Paul Jennings is one of the funniest writers of our era and that his new collection of pieces, I SAID ODDLY DIDDLE I? (Reinhardt. 10s. 6d.), is one of those small joys which go toward making a general happiness. Strongly recommended, to those who would rather laugh than gloom, is Mr. Jenning's report on foreign travel, *Freddo ma non Troppo*, or those brief verses, *Sching Schong*. Relevantly, I would remind you that there are are not all that many shopping days to Christmas.

This week's list of novels begins—and where better—with Miss Margaret Kennedy's new book, THE FORGOTTEN SMILE (Macmillan. 18s.), which is a contemporary story of an English family's incursion into a remote Greek island where the archaic way of life is preserved, even to the mysterious, rapturous expression of eyes and mouth. This is a wonderful novel in which the author's splendid acceptance of human foibles, Greek or English, is not the least of delights.

NIGHTWATCH (Chatto and Windus. 16s.), by Mrs. Nicolette Devas, is partly the story of a tiresome, droopy young woman and, more importantly, the exposure of a racket among fakers and pirates in that London world which lives by, from or with the proceeds of picture sales. Knowledgeable and civilised. THE FORGER (Macdonald. 18s.) is a tougher but in a way more entertaining version of the same phenomena in New

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ON THE OFFENSIVE

The war at sea and air bombardment

Captain S. W. Roskill has brought to a climax his series of volumes on THE WAR AT SEA, with Part II of Volume III "The Offensive" (H.M. Stationery Office. 45s.). Here he covers the period from June 1944 to August 1945 in a broad sweeping survey of nearly 500 pages. He seems to hold on to the thread of his great story despite all the intricacies that he must attend to as an historian of a most complicated, long drawn-out war. The vital lesson to be learnt is, perhaps, that where ships and weapons have been inadequate or obsolete, British seamen have again and again shown that tradition and training can hold the line till better weapons and more ships are forthcoming. Captain Roskill is a gifted writer, and his official history has all the character of a living vibrating narrative.

Another talented war historian is Air Marshal Sir Robert Saundby who, in AIR BOMBARDMENT (Chatto and Windus. 30s.), traces the story of military aviation from its dawn in the 1914-18 War to the start of the nuclear age. One thing is clear from this survey; no one senior commander on the Allied side quite agreed with any other how to deploy these massive forces of destruction, but it does seem certain that without the preparatory work of the allied bombers by night and day long before the Normandy invasion that venture would never have succeeded as it did. The author was Deputy Commander-in-Chief, Bomber Command, from February 1943 until the end of the Second World War.

Hermann Schreiber will not have everyone on his side in his plea for acceptance of the dominance of the motor car in our age, and in his apparent failure to appreciate the city as a place where people congregate and devote themselves to the arts of living. THE HISTORY OF THE ROADS (Barrie and Rockliff. 35s.) is written with boldness emphasis and erudition. The author starts with the old amber routes evolved by the European traders; but he does not see the problem whole, tending to forget that the driver of one moment is the pedestrian of the next, that the man or woman who travels by car in speed and comfort to shop wants somewhere at journey's end to do that shopping in a truly civilised way, free from the traffic's relentless roar. Mr. Schreiber fails to see some of the major solutions, such as road beside rail and pedestrian precincts, which could save us from the urban road jungle with which we are threatened today.

Lord Fraser of Lonsdale, heir to Sir Arthur Pearson as the man of St. Dunstan's, has been an inspiration to his fellow blind men, and to the world, for over forty years. MY STORY OF ST. DUNSTAN'S (Harrap. 25s.) is the personal record of this unswerving endeavour, told, of course, with modesty; but what a wonderful tale of courage it is, in which so often we are allowed to glimpse the highlights of human conduct, both among the blind and the sighted.

The *Pleasures and Treasures* series published by Weidenfeld and Nicolson (the volumes are 27s. 6d. apiece) has been delightfully thought out; and it is already winning friends, not least among amateur collectors, although the theme of the series ranges far beyond the confines of home. The volume on CLOCKS is by Simon Fleet who goes far back in time for his earliest examples. Richard Came, who has links with the great house of Sotheby, writes on SILVER, and he includes a host of illustrations of celebrated pieces, such as Cellini's salt-cellar and the Berkeley dinner service. Christian Hesketh makes a contribution on TARTANS, the colour plates revealing the splendour of garments worn by monarchs, chiefs and peasants through more than 300 years. SHELLS is the work of Roderick Cameron, who has ranged the world for some of the treasures he portrays in words and pictures.

John Hislop has an eager following on all matters pertaining to horse racing, for he always gives a vivid picture of the turf where he has, himself, won such personal success as an amateur rider. OF HORSES AND RACES (Michael Joseph. 25s.) is a selection of his writings from *The Observer* during the past half-dozen years,

York. Mr. Jay Williams is a first-class story-teller and I found his book compelling.

DOCTOR ON TOAST (Michael Joseph. 13s. 6d.) is the latest in the series of Richard Gordon's lively novels, recounting the mis-adventures and occasional triumphs of his young doctor character. Gay, enjoyable and without grisly medical details.

Mr. Anthony Burgess, however exotic his settings, writes with an admirably astringent sense of the comic and DEVIL OF A STATE (Heinemann. 16s.), this time with the back-ground of an imaginary caliphate in East Africa, supports his reputation as a provoker of wry laughter. If this is East Africa, give me South-east England but nevertheless, from a safe seat in the temperate climes, this is a very funny book.

RIDERS IN THE CHARIOT (Eyre and Spottiswoode. 21s.) is a new novel by Mr. Patrick White, strange, powerful and loquacious writer about Australia. I found the book easier to tackle than some of his early ones. Like its predecessors, it is marvellously evocative of the country, the people and their lives, partly exotic, partly harsh. Erich Maria Remarque writes of a world that is thousands of miles away in distance, in climate and in purpose. The hero of HEAVEN HAS NO FAVOURITES (Hutchinson. 16s.) is a racing driver, the heroine a beautiful girl with an incurable illness who leaves her Swiss sanatorium to follow him round Europe till he is killed and she returns to the mountains to die. Dramatic, even sensational and very slick.

Miss Georgette Heyer has no equal among the novelists who confidently, and sometimes mistakenly, take the England of the Regency for the scene of their stories. Her authority is complete on the manners and atmosphere of the period, from questions of historical fact to the last catch-phrase of the *ton*. The result naturally is that the reader is confident and expectant when he begins such a book as her latest, A CIVIL CONTRACT (Heinemann. 16s.), and delighted and amused while he is reading it.

The thriller of the week is Mr. David Dodge's HIGH CORNICHE (Michael Joseph. 16s.), which has stronger characterisation than most books of this *genre* and some wonderfully exciting stuff about smuggling across the Andorran borders.

Vernon Fane

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touching upon such subjects as the phenomenal success of Petite Etoile, the tragedy of the Queen Mother's Devon Loch, which fell a few yards from the Grand National winning post, life in the racing stables of Chantilly, Parthia's Derby, and the career of Sir Gordon Richards. David Broome, one of our finest riders in the show ring, has written a brief but valuable little book on SHOW JUMPING TODAY (Arthur Barker. 13s. 6d.). He recalls his experiences in many international events, and his carefully chosen pictures will be of much interest to young and aspiring riders.

The latest addition to the Macdonald Illustrated Library is GEOGRAPHY: OUR PLANET ITS PEOPLE AND RESOURCES (Macdonald. 50s.). As with the earlier volumes on science and nature this carefully-planned reference work has been prepared by an editorial board, its illustrious names including Sir Julian Huxley, James Fisher and Dr. J. Bronowski. The volume contains over 350 pages, and there has been a lavish use of colour pictures, half-tone photographs and line drawings.

Recommended for the ski-ing enthusiast planning the coming holiday is WINTER SPORTS AND RESORTS edited by Harry Stone (Kenneth Mason Publications Ltd. 6s.). Chapters on where to go and what to wear make this the ideal guide for the tyro, but the ski-ing expert will be surprised, too, at the amount of useful information packed into these pages.

Richard Edmonds

Mrs. Barker (Jeanne Watts); Daddy (Robert Ayres); and Mommy (Mavis Villiers) in *The American Dream*

A Nurse (Avril Elgar) and Jack (Tommy Eytle) in *The Death of Bessie Smith*

DOUBLE BILL

At the Royal Court Theatre

Two short plays by the American dramatist, Edward Albee, make up a contrasted double bill. The author has achieved a great success in New York. His methods of humour resemble those of Ionesco or N. F. Simpson and *The American Dream* is a sardonic and inconsequential exposé of a conventional middle-class family living a mother-dominated existence. In contrast, *The Death of Bessie Smith* is a bitter study of neurosis in a hospital in Tennessee. It takes as its starting point the death of Bessie Smith, greatest of negro blues singers. Injured in a motor accident, she was refused admission to a "white" hospital and died before another could be found. The central character of the play is the young nurse on duty at the admission desk.

The Nurse (Gene Anderson) threatens the Intern (Richard Easton)

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Geoffrey Eley

As chairman of Richard Thomas and Baldwins Limited, Mr. Eley is head of one of the biggest and most influential of British steel companies. Geoffrey Cecil Ryves Eley was born in 1904 and educated at Eton and Trinity College, Cambridge, where he was a senior exhibitioner in Law and gained a first-class honours degree. He then went as a Davison Scholar to Harvard. On his return to England he joined the staff of the *Financial News*. After a period of work in the field of international finance, he became in 1932 London manager of Post and Flagg of the New York Stock Exchange. When war broke out in 1939, he joined Naval Intelligence at the Admiralty and then went to the Ministry of Supply where he was Director of Contracts in charge of the granting of capital assistance to industry. In 1946 he was appointed Director of Overseas Disposal, a post which took him on visits to many parts of Europe, the Middle East and India. In 1947 he was awarded the C.B.E. Since 1949, Mr. Eley has been a director of the Bank of England and he holds a number of other chairmanships. From 1954 to 1955, he was High Sheriff of the County of London and then led the U.K. Trade Mission to Egypt, the Sudan and Ethiopia. As deputy chairman of the British Bank of the Middle East, he has made frequent visits to that area and he is a member of the Advisory Council on Middle East Trade. Mr. Eley is married and has four children. He lives in London. His hobbies are tennis, sailing, shooting and foreign travel

BREAKDOWN IN IRAQ OIL TALKS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

It was unfortunately always on the cards that General Abdul Karim Kassem, Prime Minister of Iraq, would decide as he has done to break off negotiations with the Iraq Petroleum Company and to embark upon legislation making sweeping unilateral changes in the company's rights to produce oil in Iraq. General Kassem is a revolutionary leader who seized power in summer 1958 in a *coup d'état* involving the murder of the leading figures of the former Royal Government; and one of the revolutionaries' accusations against Nuri Said, the strong man of that Royal Government, was that he was a " tool of the British." Although the Iraq Petroleum Company is in fact international in its ownership, it is a British company, and there have always been nationalists to attack it as " a symbol of imperialism." The lurid colours of political turbulence in the Middle East do not provide the most restful backdrop against which to carry on complicated negotiations about the revision or interpretation of an oil concession agreement.

After the latest talks between government and company broke down in the middle of last month, General Kassem had broadcast over Bagdad Radio, as he has done more than once before in the course of negotiations during the last three years, a verbatim transcript of what was said. Looking through a record of it one felt once again the apparent lack of real communication in these lengthy exchanges. General Kassem is a soldier of considerable aplomb: even as the talks moved towards a final break, his courtesy did not alter. But the Westerner reading a transcript of the talks is struck, as successive Western negotiators with him have been, that any acceptance of one of his bargaining points merely became the starting-off point for new demands. No point was ever settled, even if agreement on it seemed to have been reached; it was put aside for a time, and then would emerge again with the Iraqi claims significantly increased.

This can be epitomised in the development of Iraqi claims to " relinquishment " of parts of the company's concession area which it had not yet explored or developed. This principle by which a mineral development company agrees to give up, progressively, a proportion of the area to which it acquires rights under an oil concession, is a reasonable one. It exists in the mining laws of many countries, often with automatic relinquishment of further instalments of undeveloped land as the years go on. It gives the developer an incentive to get results quickly; and for the country offering the concession it guarantees that land will not simply be " sterilised " by allocation of rights to a concessionnaire who chooses not to use them until it happens to suit him. It is, then, quite a fair provision to put in any oil concession—though it is equally fair to say that it does not happen to have been put in any of the concession agreements, in the '20s and '30s, by which the Iraq, Basrah and Mosul companies acquired the rights to develop oil there.

The fact that relinquishment was not provided for under these agreements had not been used by the I.P.C. group to block negotiations about it. Of its own accord, the oil company had agreed to surrender a large part of its huge concession area for the Government to redevelop as it wished. It began, last year, by agreeing to give up half the unexplored portion. That seemed to have been agreed; yet in the next series of talks, when reviewing progress, this came up again from the Government side, with the proportion raised to 75 per cent. And so it went on through the many discussions. By the time that the company's team of negotiators arrived in Bagdad at the end of September—for what may have been the last of this round of talks, at least—they had agreed to give up 75 per cent. of the concession area immediately, plus another 15 per cent. by instalments over a period of years. This would leave them with rights to only 10 per cent. of what they had enjoyed under their original—and still legally binding—concession.

When the latest talks began, however, General Kassem had " upped the ante " again. He now wanted 90 per cent. of the unexplored concession area straight away, and he eventually coupled this demand with one on which the companies had found it quite impossible to retreat. This was " participation "—the allocation to Iraq of a 20 per cent. share in the ownership of the Iraq, Basrah and Mosul companies. The claim had been raised a number of times during the three-year negotiations, then set on one side, then brought up again: it was, in a sense, the one issue on which no apparent meeting of minds could be achieved.

The Iraqi claim to 20 per cent. of these " operating companies " has its origins far back in history—in the somewhat complex political circumstances surrounding the grant of this concession and the break-up of the Ottoman Empire after World War I. In the treaty of San Remo, which allocated France, for example, a share of former German interests in Iraq oil, and in the original I.P.C. concession in which American companies were also brought in as part-owners, there were provisions laying down that 20 per cent. of any issues of shares in IPC (and later the other two smaller companies) should be offered preferentially to Iraqi nationals. In fact, there has never been a public issue of shares, as the British, American and French corporate shareholders have always financed all the development necessary from their own resources. Moreover, the companies argue that in successive revisions of the concession agreements—always to Iraq's advantage—alternative satisfactions have been given which have specifically offset the claim to 20 per cent. But it has often come up over the years: and after the Kassem Government took power in 1958, it emerged as a substantive issue in negotiations.

General Kassem last month turned down the element of participation that the companies were finally willing to concede—*i.e.* 20 per cent. ownership of a new company that could be set up straight away to explore and develop the 15 per cent. of the unexplored areas that the company had already agreed to relinquish over a period of years. He wanted 90 per cent. of the unexplored areas straight away, plus a revision of the 50-50 agreement by which Iraq, like other Middle East Governments, is entitled to half the production profits made on oil from there. The companies felt they could go no further than they had done; and the talks broke down, with a threat from the General to take back all of the concession area except " the producing wells "—*i.e.* well over 95 per cent. of the total—and to confine the companies' operations to what they were producing already.

What General Kassem said then, and what he has said since, did not at least openly imply stopping the oil flowing from Iraq—at present more than 45,000,000 tons a year, bringing the Iraq Government close on £100,000,000 a year in royalties and taxes. This probably represents more than half of the country's revenues, quite apart from the employment and local trade that the oil companies provide. Oil is at present in massive surplus in the world market, with production sharply restricted in the United States and wells shut in in Venezuela: any gesture that cut off oil supplies from Iraq would tend to hurt the Government far more than the major companies, which have extensive interests elsewhere and at the moment access to far more oil than they can sell. Indeed, the pipelines that carry Iraq oil to the Mediterranean are already operating well below capacity.

Nobody can blame the Iraq Government for wanting a larger part in the development of its own oil: this is an understandable ambition shared by Arab nationalists everywhere, and the oil industry is not sticking hard and fast to the terms of concessions made many years ago in its present bargaining with Middle East Governments. But a period of oil surplus is not the best time for bargaining about shares in the profits made on oil production: those profits have been falling recently, and both companies and Governments need to recognise that for the moment much of the bargaining power is with a third party—the consumer.

Claimed to be the largest reinforced plastics structure made in Europe, a gigantic ground " radome " has been erected for testing by English Electric at Freckleton, in Lancashire. It consists of 300 large fabricated panels bolted together and is nearly 70 ft. in diameter and over 50 ft. high. The radome, for the protection of defence radar, can withstand winds of hurricane force and temperatures below zero

FROM BRITISH YARDS

The M.V. *Levernbank* recently completed her sea trials and was handed over to her owners, Andrew Weir and Co. Ltd. A single-screw motor-driven cargo vessel of 8,700 gross tons and shelter deck design, she was constructed at the Belfast yard of Harland and Wolff Ltd. The shipbuilders have built a number of vessels for Andrew Weir since 1950

Right: The largest tanker to be built in Britain, the 65,000-ton *Solen* is manœuvred into the Queen Elizabeth Dock at Falmouth. Over 800 ft. long, she is the largest vessel to enter Falmouth Docks. Built by Swan, Hunter and Wigham Richardson Ltd., at Wallsend-on-Tyne for Shell Tankers Ltd., the *Solen* was due to run her acceptance trials at the beginning of this month

Further evidence of activity at the Belfast shipyard of Harland and Wolff is the *Port St. Lawrence*, a motor-driven cargo liner built for Port Line Ltd. Designed on modern lines, she has a gross tonnage of 9,650 tons, a length of 500 ft. and accommodation, lounge and reading room for ten passengers at the forward end of the bridge deckhouse

Right: The M.V. *Gosforth*, of 7,500 tons deadweight, is launched at the shipyard of Hall, Russell and Co. Ltd., at Aberdeen. She has been built for The Burnett Steamship Co. Ltd., of Newcastle-upon-Tyne. Designed for the carriage of ore, cement, bauxite and miscellaneous cargo, the *Gosforth* has propelling machinery, bridge and accommodation aft

Constructed by the Burntisland Shipbuilding Co. Ltd. for Stephenson Clarke Ltd., the *Gilsland* is a modern bulk carrier of 10,200 tons deadweight, with her diesel propelling machinery placed aft. She is designed to carry a variety of cargoes, including bulk, on almost any world trade route and can comfortably navigate the St. Lawrence Seaway

Above: The *Leven Fisher* is a motor-driven bulk carrier of 2,370 tons deadweight. Designed for the U.K./North-West African coast trade, she was constructed by the Burntisland Shipbuilding Co. for James Fisher and Sons Ltd., of Barrow-in-Furness

Below: Built at their Govan shipyard, Glasgow, by Harland and Wolff, the *Bombala* is a single-screw cargo vessel of 7,500 tons deadweight. She is the last of a group of five vessels ordered from the yard by the British India Steam Navigation Co. Ltd.

INDUSTRY AND THE STOCK MARKET

MORE CARS FOR SALE

By "THE SPHERE" CITY CORRESPONDENT

One City reaction to this year's Motor Show was to point out that it is far from simple to invest in Britain's leading motor manufacturers. Ford and Vauxhall are completely American owned, and no shares are available to the public. Jaguar shares offer an unusually low yield, leaving British Motor Corporation, Rootes, and Rover as the principal choices open to investors. But many City commentators take the view that the production side of the motor industry suffers from certain difficulties, notably from changes in Government economic policy. There is one attractive solution for investors who want to share in Ford and Vauxhall's expansion and also avoid the problems facing car producers —invest in car distributors.

Car distributors' profits come mainly from car sales, with income normally fixed as a proportion, say 20 or 25 per cent., of the selling price, excluding tax. But many distributors also gain profits from hire purchase business (usually a fixed proportion of the h.p. loan) while many firms have built up a business in servicing, garaging and petrol and oil sales.

People who have been impressed by Ford's post-war performance will be attracted by the main dealers—wholesalers with exclusive distribution rights in specified areas. Several Ford main dealers have a stock exchange quotation. These include Bristol Street Motors, who operate in Birmingham, Frank G. Gates, trading in north-east London and west Essex, and Wood and Lambert, operating in north and north-east London. None of these companies is large by average industrial standards, and family interests are often important. On the other hand, profit performance of these companies has often proved impressive. Trading profits of Wood and Lambert, for instance, rather more than doubled between 1953 and 1959. Both Bristol Street Motors and Frank Gates were converted into public companies as recently as 1959, and in both cases share prices have improved on the marketing level. Bristol Street and Gates each operate a hire purchase business—in Gates' case through an outside company.

Mr. Charles Clore's Sears Holdings group have an important interest in Vauxhall's prosperity, through Shaw and Kilburn and Carmo Holdings, though profits from car sales are dwarfed by Sears' other interests. Companies whose earnings are closely related to Vauxhall's sales achievements include the Braid group, Spurling Motor Bodies and Jessups. Braid, whose assets exceed £1,000,000, are the largest main distributor for Vauxhall and Bedford products in England and Wales. Commercial vehicles account for nearly half of group turnover, which represents an important buttress against changes in consumer tastes.

Profits have recovered strongly since the 1958 setback, although a comparison is complicated by the sale of the group's h.p. subsidiary to the Bank of Scotland in 1958. Spurling, whose activities also include the manufacture of aircraft seating, are main Vauxhall distributors in and around London. Dividends had to be cut during the 1957-58 setback, but recovery since then has been impressive. Jessups, who operate for Vauxhall around east London, are smaller than either Braid or Spurling.

For investors who are impressed by Jaguar Cars' performance but are deterred by the high share price and low yield, Henlys has clear attractions. This group acts as main distributors in the south of England for both Jaguar and Rover, and has been taking as much as half of Jaguar's home market production and a quarter of Rover's. Henlys is one of the larger car distributing concerns, owning assets of around £3,000,000, showing an outstanding growth record. Last year, profits reached three times the 1953 level—after a decline in 1956—while dividends have more than doubled in the last five years. Henlys' expansion owes a great deal to its close link with Jaguar (Henlys own the only official Jaguar service depot in the London area) which also holds out prospects of further growth over the years ahead.

Shares in British Motor Corporation and Rootes are familiar to investors but for those who prefer a stake in the distribution side of the industry there are several useful possibilities. For B.M.C., one of the best-known names is Stewart and Ardern, which act as main distributors for Morris vehicles in the greater London area. Stringer Motors, a rather smaller concern, act as Austin distributors for several counties in southern England, while Car Mart handle Austin business in London. Buying shares in a Rootes distributor is rather more difficult, for Rootes itself is smaller than either Ford or B.M.C. Kirbys of Liverpool are one of the better-known Rootes dealers with a stock exchange quotation, while several other dealers handle Rootes products—Henlys, for instance, act in parts of the Midlands.

Given the fluctuations in motor sales, yields on motor distributors' shares tend to be above the average and will thus appeal to investors concerned with current income. Henlys can be bought to yield about 7 per cent., though Ford dealers' shares tend to yield rather less: Bristol Street, for example, offer about 5½ per cent. Henlys emerge as an attractive all-round share, while for those who prefer a distributor of the Big Two groups, Ford and B.M.C., probably the best choice is Bristol Street plus either Stewart and Ardern or Car Mart.

GOOD LIVING

By Ganymede

"This is the wine you should plant in England!" said Professor Dr. Breider, the head of the State Domaine at Würzburg, whom I met at the tasting of Franconian wines given by Mr. S. F. Hallgarten, at Grosvenor House, London. We were discussing the new strain developed by him called the "Perle." This new vine, the father of which is the Müller-Thurgau—itself a cross between Riesling and Sylvaner—and the mother the Gewürztraminer, can withstand extreme winter cold (—35 degrees F.), and spring frosts of 21 degrees F. In fact its period of vegetation is so short that it escapes extremes of cold in spring and autumn.

This is only one of the scientific crossbreeding achievements of Dr. Breider's establishment. Franconia suffers from a continental climate, with cold winters, and grapes have to be grown under much more severe conditions than on the Rhine and Moselle. By using the latest scientific techniques new *cepages* are produced, which make the best of the soil and climatic conditions. Besides the crossing of existing strains, X-rays are used to cause mutation, and use is made of natural changes.

All this work results in better crops and greatly improved quality in the wines. This was confirmed by the samples offered at the tasting. The wines were all estate bottled at the Bavarian State Domaine at Würzburg in the traditional, round, long-necked bocksbeutel. They were nearly all 1959s, and although there was a great family resemblance between them, they showed plenty of individual character as well. I particularly liked the Würzburger Jesuitenstein Riesling Spätlese Kabinett, which had the full fruitiness of its grape coupled with a healthy dryness, the somewhat fuller Hörsteiner Reuschberg-Abtsberg Spätlese Kabinett with its fine taste and nose, and the Thüngersheimer Neuberg Scheurebe Spätlese with its enticing aroma and bouquet reminiscent of muscat (Scheurebe is a cross between Riesling and Sylvaner).

Of the so-called "Spitzenweine" (the top quality wines, mainly sweet, liquorous, dessert and after-dinner wines), the Hörsteiner Abtsberg-Reuschberg Riesling Trockenbeerenauslese was the most outstanding. It has all the beauty of a Riesling Trockenbeerenauslese - taste, nose, fruit and liqueur and at this early age (it is also a 1959) promises a great future.

The Château Yquem is illuminated at night

Being estate bottled, none of these wines are cheap. The average price of the table wines is about 25s. a bottle, and the "Spitzenweine," when they become available, will be considerably more expensive.

I am convinced that the taste of wine-drinkers, in this country as well as in France and elsewhere is undergoing a gradual change, the preference for drier wines gaining ground all the time. This tendency must have something to do with the fact that some growers in the Sauternes region which produces the finest sweet wines with the aid of the fortuitous benefit of *pourriture noble*, have recently decided to make some dry wines as well. The fact that the Marquis de Lur-Saluces the owner of Château Yquem, the "grand seigneur" of all sweet Sauternes, has now introduced his 1959 dry wine, "le grand 'Y'," an entirely new wine, only goes to confirm this view.

Cock, Russell and Ashby Ltd., the London agents of the Bordeaux shippers Barton and Guestier, for many years the foremost buyers of Château Yquem are marketing this new wine, and I had an opportunity of tasting it a few days ago. It had many of the fine qualities of Yquem, the richness, the beautiful golden colour and impressive, elegant bouquet, without the sweetness. It was a most interesting experience to taste it, and my readers can share my experience as it retails at about 22s. 6d. a bottle. I am certain that it will be included in many top-class restaurant wine-lists.

I am told that this wine is made not necessarily from early pickings but "from grapes which will either never develop the *pourriture noble*, or which it is decided should never be allowed to develop it." It is not entitled to the appellation Sauternes, for it does not conform to the requirements laid down by law which control the minimum alcohol and sugar content, but becomes a Graves, the name of the larger area surrounding the Sauternes. The Marquis de Lur-Saluces has stated that the traditional Château Yquem will continue to be his prime interest. The total production of both new and traditional wines will always be small.

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MOTORING

THE BRIGHTON RUN

Veterans' 65th anniversary; testing the Renault Dauphine; motorised caravans; and other topics

By **COURTENAY EDWARDS**

Make way for the old crocks! On Sunday they hold their annual pilgrimage to Brighton after assembling in London's Hyde Park with much wheezing and coughing before the day has had a proper chance to rub the sleep out of its eyes. Organised by the R.A.C., it will be the sixty-fifth anniversary of the original Emancipation Day run.

This year the event should go with a real bang. It is Guy Fawkes Day. At the request of the police, who always show commendable tolerance towards the antics of the veteran cars on this occasion, the number of entrants has this year been limited to 250. Last year there was a record entry of 263. Support for the memory-stirring cavalcade has grown each year with the discovery of more and more ancient automobiles tucked away, rusty and neglected, in barns, hedgerows and derelict sheds.

All the 250 cars entered for Sunday's run were built before 1905. They are wonderful old machines, on which great care and affection have been lavished, and I know I should not have referred to them as old crocks. My apologies to Mr. Jimmy Allday and all those other veteran car enthusiasts who take their hobby with such admirable seriousness!

There is a strong international flavour about Sunday's run, with entries from the U.S., the Netherlands, Belgium and Germany. While some of the drivers will be taking part in their first Brighton Run, one motorist—Captain Philip Watters-Westbrook, of Adlington, near Macclesfield, Cheshire, will be making his twenty-fifth consecutive run, in a 1903 Renault.

I have just completed 5,000 miles of motoring in one of Europe's most successful cars: the Renault Dauphine. This rear-engined, 845-c.c., four-door, four-seat saloon has given me no trouble at all. It has done a lot of town work and out on the open road has been driven fairly hard; yet the petrol mileage figure has worked out at just over forty to the gallon. The 4-cylinder, water-cooled engine has used practically no oil. I have had the sump drained and refilled with Castrolite at intervals of 2,000 miles but apart from that, no oil has been added.

The Dauphine combines a chic appearance with the willing obedience of a well-trained poodle. Mine has almost invariably started at the first turn of the starter switch and the automatic choke has proved most efficient. Top speed is around the 70 m.p.h. mark, I can accelerate to 50 m.p.h. through the gears in just over 20 seconds and, thanks to the car's compactness and small turning circle I can park the Dauphine in incredibly small kerbside gaps.

The Dauphine I have been testing has a four-speed gear-box which I find better suited to its free-revving engine than a three-speed box, though this now has synchromesh on each gear. The four-speed de luxe Dauphine costs £729, which is £13 more than the three-gear version. I have found the sliding roof (£27 14s. extra) of great benefit even in recent wintry weather.

The rear-engined Dauphine wanders about the road a bit in a gusty cross-wind and it is necessary always to remember that the tail can break away sharply on corners taken indiscreetly fast; but generally speaking the car handles very pleasantly. The admirable Aerostable suspension, which supplements the normal coil springs, uses rubber buffers at the front and air cushions at the rear to help even out the car's suspension characteristics whether it is being driven solo or with a full load.

Since trailer caravans deserted the Motor Show two years ago for their own annual exhibition the number of motorised caravans on view at Earls Court has increased considerably. There were about thirty-five models this year on a dozen stands. All make ingenious use of every cubic inch of space.

They cater for a growing fashion in holiday-making and because these cottages-on-wheels can bowl along comfortably at 50 m.p.h. or more and cause less obstruction than trailer caravans their increasing popularity is welcomed by ordinary motorists.

One big attraction is that motorised caravans are not subject to purchase tax. Built-in equipment and accessories listed by the manufacturers as optional extras escape tax if they are ordered at the time the vehicle is bought and fitted before delivery.

Purchase tax has to be paid if these accessories are bought subsequently. For example, Martin Walter of Folkestone, one of the biggest motorised caravan firms in the world, have a list of built-in optional extras which cost a total of £40 if fitted at the time of purchase and £70 if bought later.

Before any readers are tempted to write in querying my reference to a 50 m.p.h. cruising speed I hasten to explain that a motorised caravan is as free from speed restriction as an ordinary car provided it is not fitted to carry more than eight people, including the driver.

I would add a brief word about that freedom from purchase tax: in order to qualify for this exemption a caravan must carry a water supply of not less than seven gallons and have a built-in two-burner gas stove, a full-sized bed for at least two people and a hanging wardrobe.

The Series II Commer eight-seater Station Wagon

The Bluebird Highwayman motorised caravan

Imperial Chemical Industries have issued their usual informative analysis of the colour schemes used on the cars at the Motor Show and the Leather Institute has made some interesting comments on the widespread use of hide for car upholstery.

I.C.I. report that there were outstanding splashes of blue and red at Earls Court but ivories, creams and greys were still the predominant single colours. Of the 155 cars painted in single colours, sixty-six were ivory, cream or grey and these shades also appeared in many of the duo-tone finishes, often paired with a brighter contrasting colour.

There were about the same number of duo-tones as last year, the most popular combinations being two shades of grey; grey and ivory-cream; and blue and ivory-cream. Metallic finishes showed an increase.

Of the 344 cars examined at the Show by I.C.I. only seven—2 per cent.—were black. Immediately before the Show I.C.I. analysed the colour schemes of 300 cars parked in an industrial town in southern England. Of this number sixty-nine (or 23 per cent.) were black.

I should imagine that this investigation of cars actually in use is a more accurate guide to motorists' colour preferences than an analysis of the colours at the Show, chosen by sales managers mainly for their eye-catching appeal. I must admit, however, that the Show models may set fashions which will be reflected in the car parks in a year's time.

Leather upholstery is a standard feature on more than sixty models, bearing twenty-one *marque* names, in Britain's 1962 car programme. Hide is also offered optionally on a large number of other British models. It is now available in more than 100 different colours.

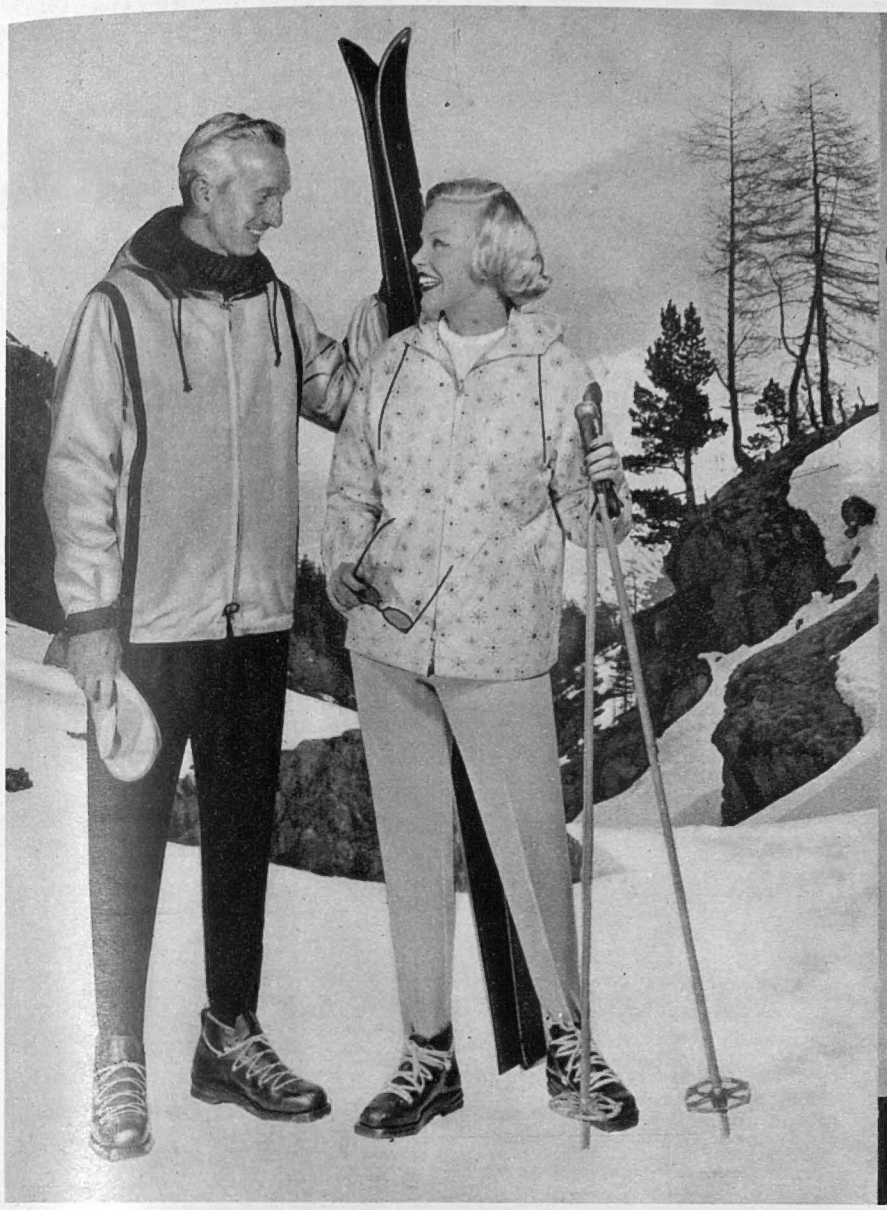
Mr. Jack Barclay, who probably sells more Rolls-Royce and Bentley cars than any other single retailer, tells me he recently made a presentation to an employee of James Young, Ltd., the Bromley (Kent) coachbuilding firm he now owns, in recognition of fifty years of continuous service.

The story provides a slight but happy antidote to the sort of labour trouble news we have been getting from Acton, W.3. The devoted employee of James Young referred to by Mr. Barclay is Mr. Arthur Fuller, aged seventy-six, of Bromley. He joined the firm on June 6, 1911, first as foreman, and then became a member of the drawing office staff.

As a firewatcher Mr. Fuller saw the factory blitzed. "Everything was destroyed, including our drawing office records," he says, "and when we got the business going again we had only our memories to rely on." Mr. Barclay bought the firm, now 97 years old, in 1937.

Briefly . . . Stirling Moss has been elected Driver of the Year for the second time by the Guild of Motoring Writers, whose test day at Goodwood, Sussex, for foreign journalists, was again a big feature of the Motor Show . . .

November 16 is the date for the official opening of the Hammersmith fly-over . . . An engine conversion kit to boost the power of Triumph Herald 1200 models by 17½ brake horse-power to 60½ and raise their top speed from 78 to 88 m.p.h. is offered for £39 10s. . . .



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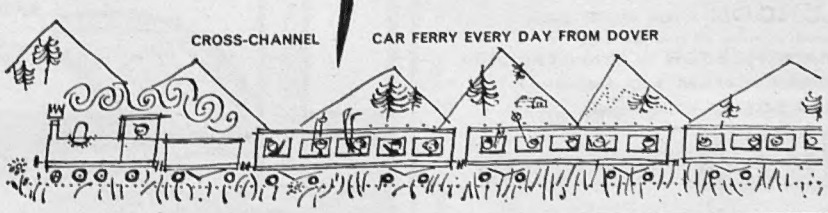

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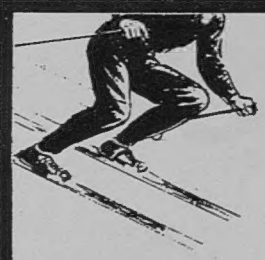

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

HOTELS CAN BE COMPARED WITH GARDENS, for they have their hardy annuals and perennial visitors. In some cases residents who came originally as temporary visitors have dug themselves in for life! Each autumn and spring, as in the garden, a good deal of hotel transplanting goes on and I find myself, about this time, called upon to advise on winter quarters reasonably immune from the ravages of frost, snow, fog and damp. Now to advise on such a problem usually demands more detailed information than is generally stated in the initial enquiry.

Just as azaleas thrive in peat and feel and look miserable in clay; so may you find that Tunbridge Wells suits you better than Torquay and vice versa.

Temperaments, too, vary, both in plants and human beings. Neither like living alongside uncongenial neighbours. Some, too, like full sun, others prefer retirement in the shade. So what I am doing this week is to suggest a number of hotels where winter visitors are welcomed, but if none of these quite fit in with what you are seeking, please do not hesitate to write me.

"Within easy reach of London" is the theme of many and within half an hour's train journey of the West End I can suggest four. *Bromley Court Hotel,* BROMLEY, KENT—only ten miles out, there is a twenty-minute train service and a Green Line bus service every fifteen minutes to Victoria. Standing 200 ft. up, close to, but away from the noise of the London/Hastings road, *Bromley Court* has twenty-seven double-bedded rooms and forty single. Here there is always a diversion of interests for varied ages and tastes, catering that provides plenty of choice, good-sized lounges and unrestricted views over lawns and countryside. *Weekly terms from 10½ guineas according to season.*

In Surrey, the doyen of hotels catering for a residential clientele is *Oatlands Park Hotel,* NEAR WEYBRIDGE, which (with the Berkeley Hotel, Worthing) is a member of the North Group of London hotels.

Less than twenty miles from London's West End, the position, manifold amenities and moderate inclusive terms make it a most attractive proposition for all who are beset with housekeeping costs and staff problems. Apart from the recreational facilities, accommodation varies from modernly-designed self-contained suites to single rooms. *Weekly terms from 12 guineas.*

A smaller type of residential hotel is likely to be less strain on those of limited fixed incomes. *The Lodge Hotel,* ENGLEFIELD GREEN, four miles only from Royal Windsor, should be considered. Opened some twenty years ago by Miss Hilda Downie, a practical hotelier, her nineteen double and nine single rooms are for the most part fully occupied. Here Miss Downie, by having a licensed club, has encouraged a friendly environment. *Weekly terms from 8 guineas.*

Now let us move on farther afield—though, thanks to good train services, still "within easy reach of London."

Folkestone is coming each year more and more into the winter residential and weekend holiday picture. Of a number of personal recommendations I could make in Folkestone and Hythe, two that I have not referred to of recent months are *The Princes Hotel* in Bouverie Road West and the smaller *Greystones Hotel* on the Leas.

The Princes has for many years catered for a number of long-term residents and if it is true that practice makes perfect, Mrs. Bladen has been constantly adding to the amenities of the hotel for the benefit of her all-the-year-round clientele. Forty double rooms, thirty single rooms and eleven private bathrooms is the accommodation capacity and many of them are suitable for bed-sitting-rooms. One advantage of the *Princes* is its adaptability for individual needs, ranging from the sociability of the cocktail bar, billiards and games room, to a number of restful lounges. *Residential terms on application.*

Greystones Hotel, FOLKESTONE, has also a long-established clientele who like the convenience of stepping out of the garden gate straight on to the Leas. With twenty-three double and twelve single rooms, *Greystones* offers a more intimate relationship which is all in keeping with the friendly environment that Mr. and Mrs. Brian T. Oldfield foster. A solidly-built house with a lift to the third floor, one has the benefit of central heating and coal fires in the lounges—one of which is reserved for television. Due to further alterations, though, *Greystones* may be closed for part of the winter, but you will be well looked after should you decide to stay in autumn or spring. *Weekly inclusive terms from 8½ guineas.*

The Sussex coastline probably gets the maximum of winter sunshine, so it is understandable that, from Hastings and St. Leonards to Selsey, winter residents will be found enjoying the sun out of doors in a sheltered position, while the poor unfortunate Londoner is groping his way around in smog.

Let us have a quick look at some suitable hotels on this seventy-mile stretch of coastline. At Hastings, one sheltered, sunny nook is the *Yelton Hotel,* facing the sea and conveniently next door to the White Rock Pavilion. With twenty-four double and twenty-two single rooms, compactness is the keyword. Here will be found many of the amenities of a larger establishment as well as the personal touch—because the management has for many years been a family affair. *Weekly terms from 9½ guineas.*

Another hotel that has a particular appeal for weekend visitors as well as a proportion of winter residents is *Clevedon Court Hotel* in sheltered Warrior Square. Here Mrs. B. Chapman has added to the good reputation built up by her predecessors and a Club Bar below stairs will add, for some, that little extra zest in life when the wind and the rain are in control out of doors. *Weekly terms from 8 guineas.*

Whatever the month, Eastbourne is always in season and the majority of hotels stay open the year round. One such is the solidly-built *Chatsworth* on the Grand Parade, where Mr. and Mrs. Basil Hornsby, resident proprietors, have a ready welcome for old and new visitors alike. A small, family hotel where standards are maintained and, whatever the season, one experiences a cheerful atmosphere, enjoys generous and well-balanced fare and the sociability of a cocktail lounge restricted to hotel residents and their guests. *Weekly terms from 11 guineas.*

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